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TO THE
CITY OF HALIFAX,
AND FOR THE
PROVINCE OF NOVA SCOTIA.



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B. E. Paterson.

PREFACE.

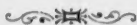
THE necessity for still another Guide Book to the City of Halifax may be doubted by some who have read and profited by previous works of a similar nature. But the exceptional beauties of the capital city of Nova Scotia and its environs, as well as its great importance as the chief British Naval and Military station on the North American coast, warrant us in the publication of still another book in some respects more elaborate and complete than previous compilations of the same kind.

This book is not intended to be emphatically a *guide* to our city, and not something that will stand very well in lieu of a personal visit. Moreover we do not for a moment flatter ourselves that we have given an exhaustive description, but would rest content were we assured that a perusal of our book had aroused in any a desire to examine our city more thoroughly than they otherwise would have done. And here we may remark that Halifax is a city which cannot be seen in a day; the tourist should plan to spend at least a week here, and we can promise him that the favorable opinion engendered by his first hasty view will be confirmed and strengthened by a growing acquaintance with our city.

We can cordially recommend the business houses whose advertisements appear in the "GUIDE" as being first-class in their respective lines of business, and patrons will be fairly dealt with at their establishments, both as to quality of goods and prices.

In conclusion, we most heartily wish for every visitor to our Province, and especially to Halifax city, a visit at once thoroughly enjoyable and profitable.

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THE CHAIN LAKES AND WATERWORKS, distant three miles.

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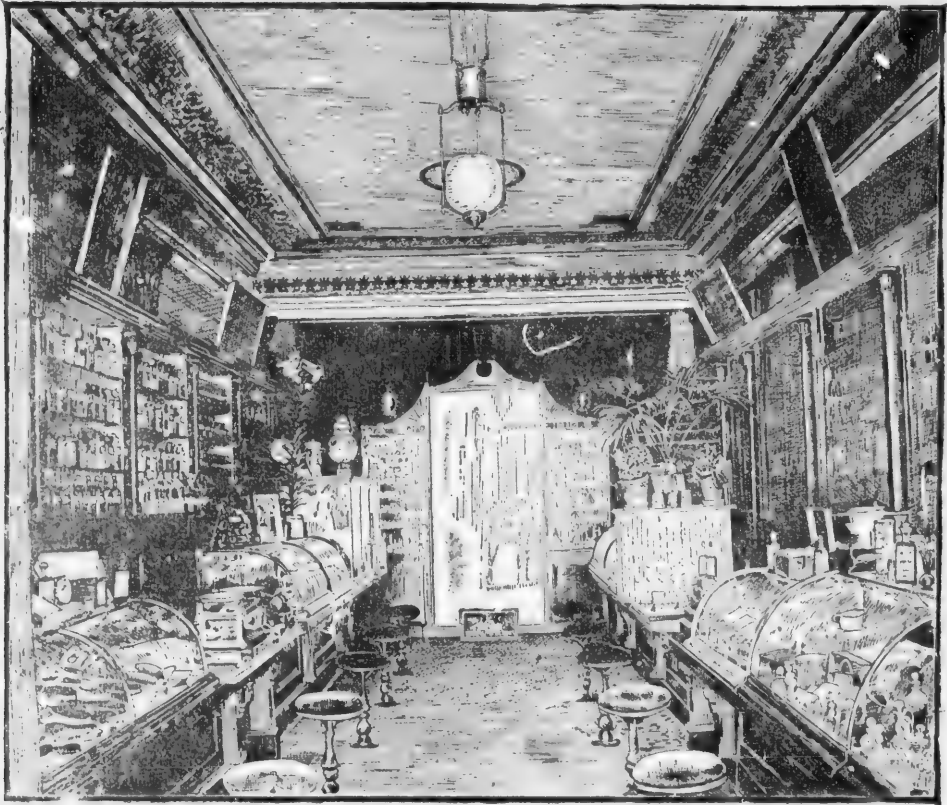
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HATTIE & MYLIUS, PHARMACEUTICAL CHEMISTS,

Carry the largest & most complete stock of
PERFUMERY, TOILET ARTICLES & DRUGGISTS' SUNDRIES in the Maritime Provinces.



[Showing interior of Acadia Drug Store.]

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M.

B. E. Parker.

HALIFAX * GUIDE.



"BREATHES there the man with soul so dead,
Who never to himself hath said,
This is my own, my native land !
Whose heart hath ne'er within him burned,
As home his footsteps he hath turned
From wandering on a foreign strand ?
If such there breathe, go, mark him well ;
For him no minstrel raptures swell ;
High though his titles, proud his name,
Boundless his wealth as wish can claim ;
Dispite those titles, power, and pelf,
The wretch, concentr'd all in self,
Living, shall forfeit fair renown,
And doubly dying, shall go down
To the vile dust from whence he sprung.
Unwept, unhonour'd, and unsung."

—SIR WALTER SCOTT.

"Hail to the day when the Britons came over,
And planted their standard with sea foam still we ;
Above and around us their spirits shall hover,
Rejoicing to mark how we honor it yet."

—HON. JOSEPH HOWE, 8th June, 1849.



HALIFAX, the capital city of Nova Scotia, was founded by Governor Cornwallis, on the 21st of June, 1749. The 8th of June, was selected for many years as the anniversary of the settlement of Halifax, in consequence of the discovery of a memorandum, written upon the back of the Mess Book of the settlers, found in the office of the Admiralty, as follows:—"Sphinx, sloop of war, arrived 8th June, 1749, with General Cornwallis and his suite. They landed on George's Island soon after." But a letter written by Governor Cornwallis himself, caused a change in the anniversary from the 8th to the 21st of June.

The founding of Halifax was the consummation of a scheme formed in Great Britain, to strengthen and extend the British power in this Province. The execution of the design was put into the hands of the Lords of Trade and Plantations, of which the Earl of Halifax was President. The Board, by the King's command, issued a proclamation in March, 1749, offering to officers and privates discharged from the army and navy, as well as to mechanics and farmers, a free passage, provisions for the voyage, free grants of land, supplies for a year, farming and building implements and arms and ammunition for defence against the Indians and French. To every private soldier or seaman they offered fifty acres of land, together with ten acres additional for every member of his family; to every officer under the rank of an ensign in the land service, and of a lieutenant in the navy, they offered eighty acres; to ensigns, two hundred acres; to lieutenants three hundred acres; to captains four hundred; and six hundred acres to every person above that degree, "with proportionate allowances for the number and increase of every family." In addition to this parliament voted £40,000 sterling for the expense of the colony, and made provision for further grants. As an illustration of the generosity of the British Government, it may be stated that by 1755 the Parliament had voted the enormous sum of \$2,077,924 for the benefit of the new colony. These liberal terms attracted settlers to the number of 2576 "among whom were two majors, six captains, twenty-two lieutenants, twenty-three midshipmen, and fifteen surgeons—many of whose descendants now reside in the Province."

The command of the expedition was entrusted to Colonel the Honorable Edward Cornwallis, whom the King also appointed Governor of Nova Scotia. Mr. Cornwallis sailed in the "Sphinx" a war ship, on the 15th of May, 1749, and the emigrants having embarked in thirteen transports, left England a few days after.

The "Sphinx" reached the coast of Nova Scotia on the 14th of June, but was delayed for want of a pilot, and only reached Chebucto harbor on the 21st of the month. By the 1st of July the rest of the transports had all arrived safely in the harbor. The ground which is now the site of a large city was then covered with trees down to the water's edge.

The treaty of Aix La Chapelle signed in 1748 by France and England, restored the town of Louisburg to the former, and thus it

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happened that the evacuation of the town by the British was now in progress. Seizing the opportunity thus presented, Cornwallis sent off five transports to Louisburg to convey to Chebucto the two regiments which had garrisoned the town. These regiments of infantry from Louisburg, together with a company of rangers from Annapolis, greatly strengthened the colony.

Knowing the severity of the climate in winter, no delay was permitted in landing the emigrants and setting them at work.

But first the governor organized a civil government for the colony and appointed a council to assist him in the legislative and executive business of the Province.

Having thus prepared the way, Cornwallis selected a spot for the settlement near the present Point Pleasant, and set his people at work clearing the ground for the foundation of a town; but subsequently he changed the site to a place farther north on an easy ascent commanding a view of all the surrounding country.

The ground to be cleared was marked out and subdivided into blocks of 320 by 120 feet, with streets 60 feet wide between. To excite a spirit of emulation, the governor divided the pioneers into small bands giving to each a special piece of work to do. Thus he began to build a town on a regular plan, and named it Halifax, in honour of Earl Halifax, President of the Board of Trade and Plantations, who had been most active in advancing the interests of the new colony. The original limits of the town were the present Buckingham street on the north, Salter street on the south, Barrington street on the west, and the harbor on the east. Such was the ardor with which the work was carried on that before winter set in, 300 wooden houses were built and surrounded by a strong palisade. But many of the buildings were unsubstantial and ill-suited for the severe climate, and a great many settlers died from insufficient protection aggravated by their intemperate habits.

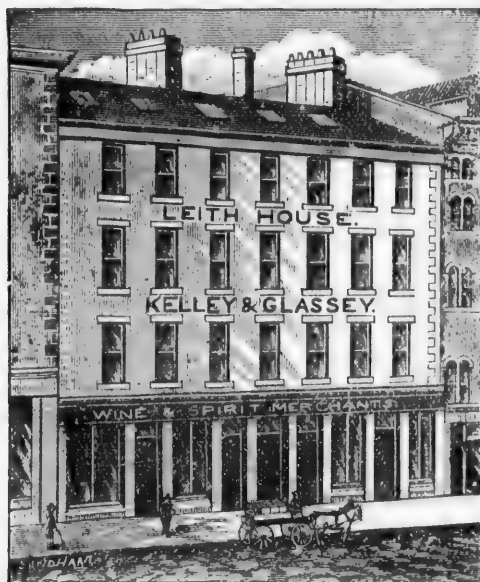
For a time the Indians seemed extremely friendly. They visited the governor and received presents. Subsequently a formal treaty was prepared and signed by them with great ceremony, but it was soon violated. In October they attacked a party of six men engaged in cutting wood near Dartmouth, killing four and taking a fifth prisoner; the sixth man escaped.

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At Canso and other places they also committed acts of hostility, insomuch that it became impossible for the settlers to clear the woods or carry on farming operations without working in parties of sufficient number to overcome their enemies. Many of the early settlers were carried as prisoners to Louisburg and sold to the French. These violations of the treaty led to the adoption of the principle of extermination on the part of the governor, and a sum of money was offered for every Indian scalp brought into the camp. This plan however was afterwards abandoned.

The hostility of the Indians was excited by the French, and especially by Joseph de la Loutre, an avowed enemy of British rule, who was sent to Canada by the Society of Foreign Missions at Paris. La Loutre held a very bad character. He was charged with treacherously surprising and killing every Englishman he found outside the fort, destroying their cattle and burning their houses. Large supplies of money and ammunition were given him by the French government, and these he dispensed to the Indians, over whose chiefs his influence seemed to be supreme. De la Loutre proved himself a dangerous enemy to the colonists at Halifax. Governor Cornwallis says of him: "He is the author and advisor of all the disturbances the Indians have made in the Province." He is also accused of having caused the death of a member of the council, who in approaching one in the dress of a French officer, displaying a white handkerchief as a token of his desiring a conference, was shot dead by Indians who lay in ambush waiting to kill him. On the capture of fort Beau Sejour, in Cumberland county, La Loutre fled to Quebec, and afterwards embarked on a vessel for France. But the ship was captured by the British, and he was made a prisoner and sent to Jersey, where he was kept in confinement for eight years. He returned to France after the conclusion of the peace of Paris in 1763, and was never heard of after.

In August, 1750, the ship "Alderney" arrived in Halifax with about 350 emigrants who were sent to the eastern side of the harbor and founded the town of Dartmouth in the autumn of the same year. In the following year, the Indians surprised the village at night, scalped some of the settlers and carried off others as prisoners. The light of the torches and the discharge of firearms aroused the people of Halifax, and some put off to their assistance, but arrived too late to

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— TELEPHONE 309. —

render any service. The night was still and the cries of the settlers, mingled with the whoops of the Indians, were distinctly heard on the western side of the harbor. From this period the settlement was almost entirely abandoned, till Governor Parr in 1784 induced twenty families to settle there. The town was laid out anew and £1500 voted for the erection of buildings. The settlement has now become a flourishing town of some four or five thousand inhabitants.

The Government of Nova Scotia was carried on for about nine years after the settlement of Halifax by the Governor and the Council appointed at the first by Cornwallis. But in October, 1758, in obedience to the instructions of the British Government, a House of Assembly consisting of 22 members was established and met in the Court House in Halifax. The population of the Province was at this time estimated at about 13000, of which the Acadians formed about one-fifth—the greater number of the Acadians had been expelled three years previously.

An indication of the rapid growth of the Province and of the enterprise of the people is afforded by the fact that in 1769 a newspaper was started, edited by Capt Bulkley, for many years Secretary of the Province and member of the Council. This paper, styled the "Nova Scotia Chronicle or Weekly Gazette" was published by Anthony Henry and was printed in an office at the lower end of Grafton street, in rear of the residence of the once Attorney-General Uniacke.

Up to 1770 the Province of Nova Scotia comprised what is now included in Nova Scotia, New Brunswick, Prince Edward Island and Cape Breton. In this year, however, Prince Edward Island separated from Nova Scotia and formed a separate Province, and in 1784 New Brunswick and Cape Breton also severed their connection with Nova Scotia and formed each a separate Province, but Cape Breton was finally reunited to Nova Scotia in 1820.

In 1794 Edward, Duke of Kent, father of Queen Victoria, came to Halifax in the capacity of commander-in-chief of the forces in British America. While occupying this position he rebuilt Fort George or Citadel Hill as it is generally called. In this work Edward employed the Maroons, a band of five or six hundred negroes who were transported from Jamaica to Halifax in 1796. These people were given grants of land in Preston where they remained for two or three

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years; but they were constitutionally unsuited to the rigour of the climate, and were finally carried to Sierre Leone in the year 1800. In the year 1811 the corner stone of the Provincial Building was laid by Sir George Provost and was first occupied by the assembly and council in 1819. At that time and for many years subsequently, it was the best built and handsomest edifice in North America. The most important act of the Assembly of 1841 was the incorporation of the town of Halifax. On three different occasions a similar measure had been introduced, but without success.

The first Mayor elected was Stephen Binney, chosen by the aldermen from among their own number then directed as the law. The year 1848 marked an immense advance in constitutional liberty. In January of that year the Reform party led by Mr. Howe inaugurated the system of responsible government. From that time the voice of the people has been recognized as the supreme authority, at whose bidding governments must stand or fall.

Another epoch-marking year is 1867, when on the first of July, the confederation of the Provinces into the Dominion of Canada was consummated by Royal proclamation.

General Description.

Halifax is situated on the western side of the harbor, on the declivity of a commanding hill, whose summit is more than 250 feet above the level of the sea. It is about three miles long and one mile in breadth, and is built mainly on the eastern slope of the hill, presenting a picturesque appearance from the harbor. The city is confined within the limits of a peninsula formed by the harbor on the east and the North-West Arm on the north and west. The ridge, of which the citadel forms the highest point, rises from the sea-level at Freshwater, and falls away again to the level of Bedford Basin beyond Richmond at the northern end, and at the Dutch Village near the head of the North-west Arm. It is laid out in squares, the streets running at right angles, and following pretty closely the four cardinal points. There are about 160 streets and lanes. The houses are mostly built of wood; but within "the brick district," as it is called, which comprises the business portion of the city, no *new* building of wood can be erected. Many of the streets are lined with shade-trees; and the

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CONFECTIONERY
and
CANNED GOODS
of every
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CIGARS, CIGARETTES, &C., &C.

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HALIFAX, N. S.



St. Mary's Cathedral.

numerous private grounds, gardens, and fine hardwood trees which abound in all parts of the city, add considerably to its beauty. One of the finest bits of street in this respect is Pleasant Street, between Spring Garden Road and South Street. On the shores of the Northwest Arm are handsome private residences and grounds, the owners of which have sea-bathing, boating, and fishing at their doors.

Halifax has greatly increased both in territorial extent and in population since it first began its history. Evidence of this is furnished by the following description of the city eleven years after it was founded, that is in 1760: "It (the city) is now divided into three towns Halifax, Irish town (south suburbs) and Dutch town (north suburbs). The whole may contain 1000 houses, great and small, many of which are employed as Barracks, Hospitals for the army and navy, and other public uses. The inhabitants may be about 3000, one-third of which are Irish, and many of them Roman Catholics, about one-fourth Germans and Dutch, the most industrious and useful settlers amongst us, and the rest English with a very small number of Scotch. Though our present fortifications have cost large sums of money, yet I would now engage that two ships of the line would destroy the whole settlement; but that will not be the case when the citadel is completed, as it overlooks the town, commands the harbour, and is too high for ships to reach or make any impression upon it."

In 1790 the city contained 4000 inhabitants and 700 houses. In 1817, the houses numbered 1200, and in June, 1828, the population was 14,439 and the houses 1,580. In 1828, there were eight streets running through the centre of the town, intersected by fifteen others while at the present time there are about 160 streets and lanes and a population, including Dartmouth, of 45,000. Few places present so pleasing an aspect as Halifax when viewed from the harbor. Its streets are laid out with regularity, its spires have a picturesque and even magnificent effect, and the trees which are scattered throughout give it an appearance softened and refreshing.

Chebucto Bay, terminating in the Harbor, contracting at the "Narrows," and again widening out into Bedford Basin, is, taken altogether, one of the great havens not of this continent only, but of the world, whether for beauty, safety or capaciousness, having few equals, and, Canadians believe, no superior. Along the water front on the western side, for about three miles, the streets and houses of the

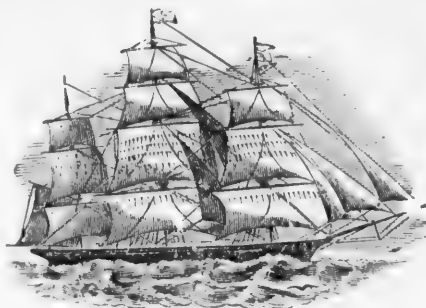
JOHN TOBIN & Co.,

Importers & Dealers in

West India Produce,

TEAS, TOBACCOS, BREADSTUFFS,

Provisions, &c.



15, 17, 19 & 21 UPPER WATER STREET
HALIFAX, N. S.

105 GRANVILLE ST.

→* ESTABLISHED 1856. *←

A full Line of the best

Gentlemen's' Furnishing Shop.

ENGLISH FURNISHINGS

ALWAYS IN STOCK.

Visitors are requested to inspect.

F. C. ELLIOT.

city rise tier upon tier, until the summit of the slope is crowned by the Citadel. The harbor proper is six miles long and on an average, one mile wide. There is deep water all the way up, and the largest ships can lie alongside the wharves at any state of the tide. It is accessible at all seasons of the year and is large enough to shelter half the navies of Europe. It is situated in latitude $44^{\circ}44'$ north and longitude $63^{\circ}36'$ west. It lies nearly north and south, terminating in Bedford Basin within which are ten square miles of safe anchorage. The entrance is marked by Sambro Island on which a light house was erected soon after the settlement of Halifax by the English. Three miles from Halifax, and near the mouth of the harbor is MacNab's Island, which is three miles in length and half a mile in breadth, and contains about 1090 acres. On its western side is a long gravelly point of low land called Meagher's Beach, on which stands Sherbrooke Tower, a circular stone battery. On the top of the tower is a light which warns approaching vessels to avoid the dangers of the Trumb-cap Shoals, which extend for some distance to the southward of the beach.

MacNab's Island forms two entrances to the harbor, the eastern and western passage. At the mouth of the former is Duggan's or Macnamara's Island, which is well wooded, and composed of a deep good soil. This passage, which gradually contracts to a quarter of a mile in width, is obstructed by a sand bar, and is only used by small vessels.

Immediately opposite to the town, and midway between it and Dartmouth is George's Island, which with MacNab's Island forms an effectual breakwater for the harbor within.

The beauty and attractiveness of Halifax Harbor attracted the notice of speculators at a very early period, and many applications were at different times made for a grant of land in its vicinity. It was the eagerness with which petitions were pressed upon the attention of the government, and the political importance of the port, that induced the Ministry in England to undertake the settlement at the public expense.

The noble harbor, the splendid sheet of water contained in Bedford Basin, and the exquisite beauty of the North-west Arm are never failing objects of admiration. The latter, which extends in the rear of the town to within a mile and a half of Bedford Basin, has an average width of one-third of a mile, and depth of from fifteen to twenty fathoms, and is navigable throughout its entire length. It

[To be continued on page 52.]

NOVA SCOTIA CENTRAL RAILWAY.

The Best Equipped Road in the Provinces!

Elegant Cars! Steel Rail! Safety Switches!

THIS New Railway connects with the Windsor and Annapolis Railway at Middleton, and runs across the Province to Bridgewater and Lunenburg, on the Atlantic Coast.

The Shortest Route to the Gold Mining Districts of Queens County, and opening up a picturesque country for Tourists.

SPECIAL RATES TO COMMERCIAL TRAVELLERS.
LOW THROUGH RATES FROM HALIFAX TO ALL POINTS.

HEAD OFFICES: BRIDGEWATER,
Tickets for Sale, Halifax, **GEO. W. BEDFORD,**
G. R. BARRY, 161 Hollis St. General Manager.
G. M. CONNORS, North St. Depot.

Coastal Steam Packet Company, Ltd.

THE Clyde Built Steel Steamer "BRIDGEWATER," leaves Halifax for Bridgewater. Two trips weekly and one to Lunenburg. Through ticket sold to connect with NOVA SCOTIA CENTRAL RAILWAY to return by Rail. For information enquire of

JOSEPH WOOD, Central Wharf, Halifax.
FRANCIS DAVISON, Pres., Bridgewater.

LIST OF CHURCHES.

Episcopal.

St. Luke's (Pro-Cathedral)	-	-	-	-	-	Morris Street.
St. Paul's	-	-	-	-	-	Barrington Street.
St. George's	-	-	-	-	-	Brunswick Street.
St. Mark's	-	-	-	-	-	Russell Street.
St. Stephen's (Bishop's Chapel)	-	-	-	-	-	Robie Street.
St. Matthias' Mission	-	-	-	-	-	Windsor Street.
St. Alban's Chapel	-	-	-	-	-	Tower Road.
St. Augustine's Mission	-	-	-	-	-	North-West Arm.
St. James' Mission	-	-	-	-	-	Dutch Village.
St. John's (Village Church)	-	-	-	-	-	Three-Mile House.
Trinity	-	-	-	-	-	Jacob Street.
Garrison Chapel	-	-	-	-	-	Brunswick Street.
Christ Church	-	-	-	-	-	Dartmouth.

Roman Catholic.

St. Mary's Cathedral	-	-	-	-	-	Spring Garden Road.
St. Patrick's	-	-	-	-	-	Brunswick Street.
St. Joseph's	-	-	-	-	-	Gottingen Street.
Chapel of the Sacred Heart	-	-	-	-	-	Spring Garden Road.
St. Agnes	-	-	-	-	-	Dutch Village.

Presbyterian.

St. Matthew's	-	-	-	-	-	Pleasant Street.
St. Andrew's	-	-	-	-	-	Tobin Street.
St. John's	-	-	-	-	-	Brunswick Street.
Fort Massey	-	-	-	-	-	Tobin Street.
Chalmers'	-	-	-	-	-	Barrington Street.
North Park Street	-	-	-	-	-	North Park Street.
Grove Church	-	-	-	-	-	Richmond.
North-West Arm	-	-	-	-	-	Head N. W. Arm.
Coburg Road Mission	-	-	-	-	-	Coburg Road.
St. James'	-	-	-	-	-	Dartmouth.



Grafton Street Methodist Church.

Methodist.

Grafton Street.
 Brunswick Street.
 Robie Street.

Kaye Street.
 Beech Street.
 Dartmouth.

Charles Street.

American Methodist Episcopal - - - Gottingen Street.

Baptist.

First Baptist	-	-	-	-	-	-	Spring Garden Road.
North Baptist	-	-	-	-	-	-	Gottingen Street.
Free Baptist	-	-	-	-	-	-	Starr Street.
The Tabernacle	-	-	-	-	-	-	Brunswick Street.
Cornwallis Street	-	-	-	-	-	-	Cornwallis Street.
Baptist Mission	-	-	-	-	-	-	Quinpool Road.
Dartmouth	-	-	-	-	-	-	Dartmouth.

Universalist.

Church of the Redeemer - - - Brunswick Street.

PLACES OF AMUSEMENT.

THE principal of these are, the **ACADEMY OF MUSIC**, on Pleasant Street, a very handsome edifice, admirably suited for its purpose. It is open during the greater part of the year to Theatrical and Opera Companies, Public Lecturers, and local Musical and Literary celebrities.

ORPHEUS HALL, on Granville Street, another splendid Music Hall, owned and managed by the Orpheus Amateur Musical Society.

The **LYCEUM**, on Starr Street, formerly Temperance Hall.

The Mammoth Furnishing Store,

41, 43, 45 BARRINGTON ST.,

*are filled to overflowing with every description of
Goods necessary for the complete equipment of*



DWELLINGS, OFFICES,

→* **HOTELS,** *←

and PUBLIC BUILDINGS.



*Strangers visiting the City are cordially invited
to inspect our premises and stock, which includes a
splendid variety of all kinds of*

DRAWING ROOM and PARLOR FURNITURE,

SIDEBOARDS. DINING TABLES & CHAIRS,

CHAMBER FURNITURE,

PERAMBULATORS.

SMITH PATENT CURTAIN STRETCHER.

WILTON, VELVET and BRUSSELS CARPETS,

ORIENTAL and ENGLISH RUGS and SQUARES,

CORK CARPETS and LINOLEUM,

SCOTCH FLOOR CLOTH.

THE CELEBRATED CORTIGSINE.

CURTAINS, WINDOW SHADES and FIXTURES,

UPHOLSTERY GOODS of all kinds.

The Largest and Best Stock and Lowest Prices in the City.

GORDON & KEITH,

Proprietors HALIFAX CARPET CO.

The Halifax Hotel

HAS long been considered one of the largest and finest in Canada, and at the present day it is acknowledged by the travelling Public to be one of the leading Hotels in the Dominion in size, equipment, cuisine, and genuine home comforts.

The HALIFAX was built in 1840 by a joint stock company, who erected a building that was then far in advance of the times in magnitude and elegance of equipment, insomuch that it was found impossible to carry on the business on the elaborate scale at first proposed. As a result of this the building passed through many vicissitudes, at one time being used by the Imperial Government as an "Officers' Quarters." Finally, in 1861, the Messrs. Hesslein assumed control of the building, and from that time till the present it has continued under their management. Under the direction of these gentlemen the business has increased every year, necessitating frequent large additions to the building. In 1878 the Hotel was enlarged; in 1887 new wings were added, giving an additional space of over one hundred rooms; in 1889 enlarged accommodation again became necessary, resulting in the extension of the wings eastward to the adjoining street, taking in the entire width of the block; finally this year, the large and beautifully furnished building on the north side has been added to the establishment, giving, in addition to other advantages, three magnificent dining halls, which for beauty and equipment cannot be surpassed. Thus the Halifax Hotel can hold out inducements to the public which cannot be offered by any other Hotel east of Montreal.

The furnishings of the HALIFAX are of a sumptuous and elegant description, surpassed by few Hotels on the continent; and one thing that strikes the visitor most forcibly is the attention that is paid in this respect to every detail. To describe the house, in brief, one would say that it has no superior in the Dominion, and, in some respects, no equal.

In 1887 the managers decided to make the HALIFAX more attractive, if possible, than ever before, and with this in view expended

HALFAX HOTEL.



H. HESSLEIN & SONS, Proprietors.

\$30,000 in making alterations and improvements. The appearance of the front was completely altered, the main floor was entirely remodelled, a two-storey wing was added to the back, and a magnificent main entrance was made. The grand entrance and commodious offices have been compared favorably with those of any Hotel in America; and many competent judges are found who assert that they are finer than those of the noted Windsor of Montreal. The two side entrances by which the Hotel was formerly entered were replaced by a single large one with double doors. These are panelled with embossed glass, each panel containing the words "HALIFAX HOTEL" in large fancy gold letters. An idea of the size of the lobby and office may be formed from a consideration of the fact that 3,000 square feet of marble were used in paving the floor. On each side inside the entrance is a very handsome and massive old-fashioned fireplace, with cherry mantel and a British plate mirror above, six feet six inches in length and four feet six inches in width, supported in a beautiful frame of cherry. The ceiling is panelled with white wood handsomely veneered, with cherry mouldings and gold trimmings, and looks unique and beautiful. The wainscoting is also in white wood, with cherry trimmings. The office counter is nearly opposite the entrance, and is splendidly finished in walnut. On the other side is a news and cigar stand, finished in a style of elegance corresponding to the rest of the room. An immense mirror stands at the back of the office, facing the entrance, the effect of which, as seen from the street, is very striking. Several pillars finished in imitation of malachite support the ceiling. A cloak room stands near the office, where guests may leave their coats and hats when going into the dining room. Electric enunciators of the most approved pattern communicate with all the bedrooms and every part of the house. It is lighted throughout by electricity and gas. The HALIFAX has ample means of entrance and egress; besides the main entrance already described, there is also a separate door of entry for ladies' use at the south of the other. Every part of the building is easily accessible, as three large staircases lead from bottom to top—one at each end of the main corridor and the other opposite the chief entrance. The staircase steps, which are set in with rubber treads, are of American pine, the hand-rails of walnut, the balusters of white wood and the side mouldings of cherry. At the head of the main

JAMES BUTLER & CO.,

✻ ESTABLISHED 1843. ✻

— FISH —

— AND —

COMMISSION © MERCHANTS.

— IMPORTERS OF —

West India Produce,

✻ SALT, &c., ✻

✻ And Dealers in ✻

FISHING SUPPLIES.

Butlers' Wharf,

HALIFAX, N. S.

staircase a large memorial window is placed, which can be seen from the entrance. The design of the window is entitled "Art," and shows the life-size figure of a female with a pallet and brush in her hand.

Turning to the right, in the main hall, the first apartment reached after passing the writing room, is the Ladies' Reception Room. A description of this room must necessarily be inadequate, and the best thing the ladies can do is to go and see it. The walls and ceiling are covered with "pauzta," bordered by a strip of gold, with purple and bronze bands above and below.

Mounting to the first floor, the most interesting places to visit are the Ladies' Parlor and the Bridal Chamber. The former is in the back part of the house, and is entered by sliding doors, opposite which a large oval mirror is placed. From the two immense bay windows in this room a splendid view of the harbor is afforded. The roof of the wing is fitted up as a ladies' promenade, and from this vantage ground a magnificent view of the Harbor and Bedford Basin is obtained.

The furnishing of the Parlor is of the most elaborate description. The set of furniture is of rosewood covered with embossed plush, and the carpet, a beautiful Axminster, and rugs, were specially imported from England, as, indeed, was the carpeting for the entire house. The walls of the Parlor are ornamented with expensive pictures, among them three steel engravings illustrative of events in the life of Queen Victoria. A bust of "Jephthah's Daughter," purchased in Italy at great expense, stands opposite the Parlor doors. One of the most prominent of the Parlor ornaments is a clock made of Dresden China, the work on which in flowers, leaves and figures is unusually fine. This clock has a remarkable history. It is said to have been a wedding present to the bride of a British Admiral married at St. John's, Newfoundland, seventy or eighty years ago, who on leaving the colony several years after his marriage sent the timepiece to a jeweller to be repaired, and no enquiries concerning it were ever received afterwards. It fell into Mr. Hesslein's hands some years ago, and he would not part with it for a good sum.

The Bridal Chamber is furnished in most elaborate style, and the most fastidious couple cannot but be delighted with it. The rooms in every part of the building are all beautifully painted, papered and furnished, and their appointments are the most comfortable that can

THOMAS REARDON,

IMPORTER & DEALER IN

PAPER HANGINGS

and DECORATIONS,

VARNISHES, PAINTS, OILS, BRUSHES,

British Plate, Sheet, Embossed and Stained

GLASS,

OIL PAINTINGS, ENGRAVINGS & CHROMOS,

ARTISTS' MATERIALS,

Picture & Room Mouldings, Window Shades, &c.

PICTURE FRAMING A SPECIALTY.

WHOLESALE & RETAIL.

House Painting, Decorating, Sign Writing, &c.

40 to 44 Barrington St.,

HALIFAX, N. S.

be procured. No expense is spared in keeping every article in the building in perfect condition, and the result is that everything looks as nice, neat and enticing as possible. In the basement of the building are the laundries, kitchens, &c. The hot water service is extended all over the house, and bath rooms are to be found on every floor. The kitchen affords cooking facilities for one thousand guests at a time.

The ventilation of the building has been lately improved, and is now as nearly perfect as modern science can make it. Modes of egress in case of fire are amply provided in the shape of fire escapes and other contrivanees.

In connection with the establishment is a fine Conservatory well stocked with rare and choice plants. It is very attractive to visitors, and very many, both in summer and winter, avail themselves of its beautiful promenades and secluded retreats.

The increased patronage of this Hotel will convince the travelling public of the attention and comforts its guests receive. Deep sea fishing is often very attractive to visitors during the summer months, and the managers, with their accustomed foresight, are always ready at short notice to fit out parties with competent guides, boats, lines, bait, &c. Streams crowded with trout and salmon abound, and that within easy driving distance of the Hotel, so that if any of the guests should happen to be piscatorially inclined they can enjoy themselves to the full.



WM. STAIRS, SON AND MORROW,

174 TO 190

LOWER WATER STREET,

HALIFAX, N. S.

Wholesale Importers and Dealers in

* * **IRON**, * *

Heavy & Shelf Hardware,

AND STEEL,

SHIP CHANDLERY,

Fishing and Ship's Outfits.

PAINTS, OILS & COLORS OF ALL KINDS.

Boiler Makers', Painters' and Builders' Supplies, &c.

Mining Requisites of every description

OUR CHIEF SPECIALTY.

MANUFACTURING * AND * MERCANTILE * ESTABLISHMENTS. *



HALIFAX has always been a business and manufacturing centre for the Maritime Provinces, and naturally so, for its location makes it peculiarly adapted for carrying on a large manufacturing and export trade. Situated by the sea, on one of the very very best harbors in the world, connected on its land side with the rest of Canada and the United States by an efficient system of railways, and exceptionally conveniently located with respect to the European continent, her lot has certainly fallen in pleasant places. A short table of distances will show the favorable location of the city better than words can describe it. Halifax is distant by sea from Portland 340 miles, or 24 to 28 hours : from Boston, 378 miles, or 33 to 36 hours ; from New York, 542 miles, or 48 to 53 hours ; from Baltimore, 860 miles, or 72 to 82 hours. By rail Portland is 618 miles distant ; Boston, 726 : New York, 939 miles.

In our own Dominion, St. John, N. B., is distant 277 miles : Quebec, 678 miles ; Montreal, 850 miles.

A comparison of the distances of various cities from Liverpool, England, as compared with Halifax, is instructive :

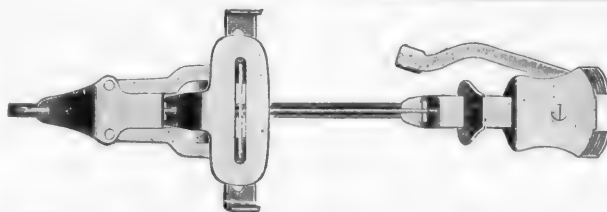
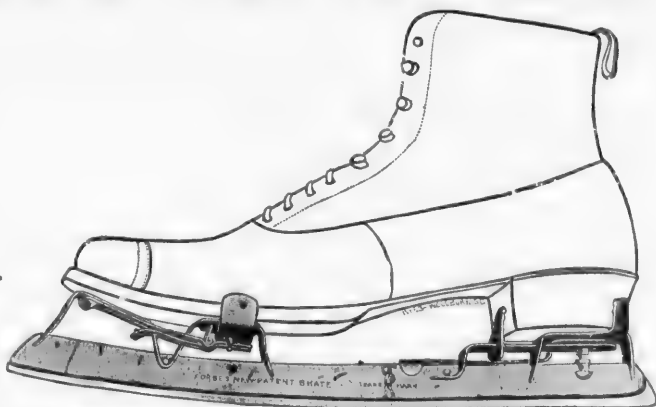
From Halifax to Liverpool is 2,480 miles ; from St. John to Liverpool is 2,757 miles ; from Boston to Liverpool is 2,950 miles ; from New York to Liverpool is 3,130 miles.

Halifax city is surrounded by inexhaustible coal and iron mines, which are acknowledged to yield coal and ore the equal of the best in the world. One of our largest manufacturing enterprises is the cotton factory, built in 1881 and 1882 by the Nova Scotia Cotton Manufacturing Company. It is situated on Kempt Road on a lot of land consisting of twenty-eight and a half acres and is the largest factory of its kind in the Maritime Provinces. It is connected by a branch line with the Intercolonial Railway at Richmond and in its location is just what is to be desired.

FORBES' NEW PATENT SKATE.

AS a popular Winter recreation Skating will unquestionably remain without a rival. "THE POETRY OF MOTION" as it has been styled, has been made a truthful description, not alone by the artistic proficiency of its votaries, but also by the great improvements in the instruments which have made such proficiency possible. As an inventor in this field, MR. JOHN FORBES, of Halifax, N. S., occupies a very advanced position. He has just made a Crowning Success in his NEW PATENT SKATE. It is undeniably the MOST PERFECT SKATE EVER PRODUCED. They will be out the coming winter. All skaters should get a pair. "ACHIEVED" is the Trade Mark.

Side View,
Attached
to Boot.



Top View,
Heel-Lever
Partly Opened.

≡ FASTENS FIRMLY ON ANY BOOT WORN. ≡

No Key! No Screws or Nuts! No Loose Parts!

Requires no previous fitting! Always ready for putting right on!

Greater Possibilities in Speed and Points, than any Skate ever Produced.

The Forbes' Manfg Co., (Ltd.)

SOLE MAKERS,

17, '9 and 21 Bedford Row, HALIFAX, N. S.

The building was erected by S. M. Brookfield under the direction of experts from England and the United States who pronounce it to be one of the very best mills that has ever been erected. In the factory there are four hundred looms, two thousand spindles and all other machines in proportion. The power to drive the machinery is supplied by a corliss engine of 500 horse power, whose fly wheel is twenty feet in diameter, the crank shaft seven and a half inches and the whole engine weighs over forty tons. The boilers, made in Glasgow, are four in number, each about one hundred horse power. The pump is a double cylinder Worthingham, with a capacity of over 42,000 gallons per hour. Besides the regular water supply from the city, the company have built under the "slasher room" a huge tank which holds 56,000 gallons, and in addition are provided with automatic sprinklers, supplied from two tanks in a tower at the north-east end of the building.

The company employ three hundred hands in the mill, and the pay roll amounts to twelve hundred dollars a week. The capacity of the mill is 100,000 yards of cloth weekly, besides a large production of single and double yarns, wicks, etc., etc. The dye house turns out 2,500 pounds of yarn weekly, of every shade and color. In fact, this mill produces a larger variety of goods than any other in Canada. The greater part of the produce goes to the Upper Provinces, and as far west as British Columbia. They have also shipped goods to China. The company during the last few years have expended a large amount in getting the very latest improvements in machinery, and their factory is now one of the very best equipped in the Dominion.

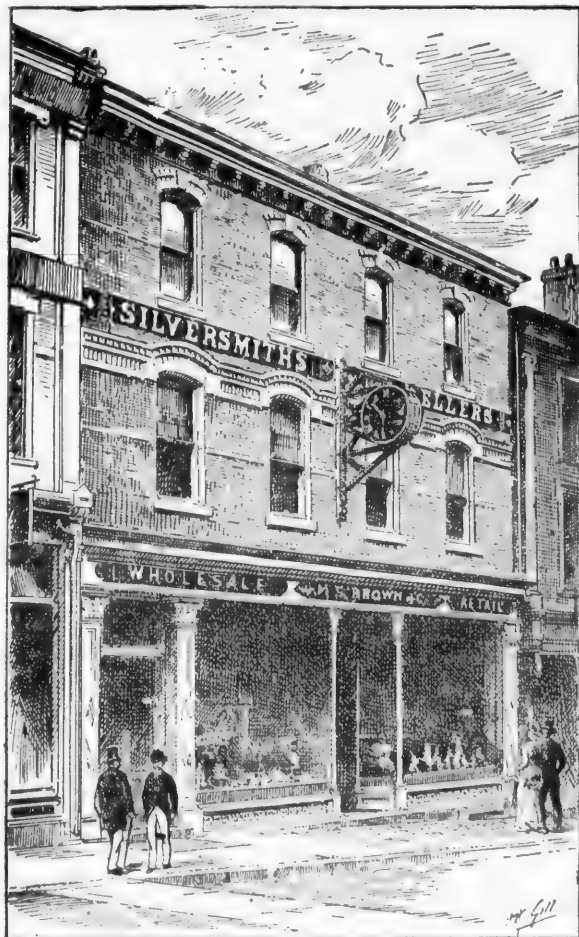
But to attempt a description of even a small proportion of our manufacturing enterprises would be tedious. The only way to get a good idea of manufacturing Halifax is to visit the various representative establishments. If you are interested in ropes and cordage, just go into the factory of the Dartmouth Ropeworks Company, whose establishment is the largest of its kind in the Dominion. Near the Ropeworks is the Skate Factory, where Forbes' Acme Club Skate is made. If you wish to see machinery, call at Moir's shops, and they will show you machines made and in process of construction that for number, variety and size will more than satisfy the most expectant. If you want to see steam, hot water and hot air heating manufactories, go to Power and Company's immense establishments on Barrington

M. S. BROWN & CO.,

(ESTABLISHED 1840.)

128 & 130 GRANVILLE ST., HALIFAX.

WORKING JEWELLERS, GOLD, SILVER & NICKLE PLATERS.



ENGRAVING, FINE WATCH REPAIRING, &c., &c.

JEWELLERS.

Watches, Diamonds and Gem Rings, Silverware, Bronzes, French Clocks, &c., &c.

and Water streets. These gentlemen are the leading machinists in Halifax.

One of the largest and most handsome wholesale and retail Manufacturing Jewellery enterprises in the Dominion is M. S. Brown and Company's. Call upon them at their magnificent store on Granville street, and we can assure you that you will receive honest and generous treatment. And so one might talk *ad nauseum* about our machine shops, foundries, manufacturing and mercantile establishments, etc. Barrington, Granville, Hollis and Water streets are crowded with large and handsome shops, where the purchaser can get just what he wants every time he calls.

The largest and most thoroughly equipped furniture establishment in the province is that of Gordon and Keith, whose stores are situated on Barrington street and their factory on Dundonald street: but although their furniture department is so extensive, it is in their carpet and oilcloth department that these gentlemen take special pride. In this department they are certainly unexcelled in the maritime provinces.

Mahon Brothers, dry goods house, also on Barrington street, is the largest retail establishment of its kind in the city. Their supplies of silks and satins, velvets and laces, capes, mantles, and dry goods generally are almost unlimited and of a very superior quality. Their clerks are thoroughly up in the business, anxious to suit the purchaser, taking infinite pains to supply them with exactly what is wanted, insomuch that we can assure every visitor to the city that in the Mahon Brothers' store they will meet with perfect satisfaction.

The Forbes Manufacturing Company devote their attention chiefly to the finer grades of machine work. They make a specialty of surgical instruments. They are the manufacturers of a new skate which, we are assured, will eclipse all other patents.

James Roue is the manufacturer of a quality of soda water unexcelled by any other maker. He is the joint owner with Mr. Bates in the manufacture of the celebrated Bates' Latherine.

William Stairs, Son and Morrow, hardware merchants and ship chandlers, occupy an immense building on Lower Water street. Their establishment has a wide reputation for honesty, integrity, and a thorough method of transacting business.

GOLD MINING!

H. H. FULLER & CO.,

≡ HEADQUARTERS FOR ≡

Mining and Mill Supplies.



GOLD AND COAL MINERS, AND MILL OWNERS INTENDING TO
CARRY ON OPERATIONS IN THIS PROVINCE, AND WHO WISH
TO SUPPLY THEMSELVES WITH THE BEST QUALITY OF
MATERIALS, SHOULD CALL AND EXAMINE OUR STOCK
BEFORE DECIDING TO PURCHASE ELSEWHERE.

WE HAVE MADE A SPECIALTY OF THESE
LINES OF GOODS, AND ALWAYS CARRY
A LARGE ASSORTMENT OF THE
BEST MAKES, IN STOCK. WE

Also Carry Full Lines of

❖ HEAVY AND SHELF HARDWARE, ❖

BUILDERS' HARDWARE of every description,

NETS, LINES, TWINES, &c., &c.

WE ARE PREPARED TO FILL ALL ORDERS ENTRUSTED TO US
PROMPTLY, AND WE LOOK CAREFULLY AFTER OUR
CUSTOMERS INTERESTS. WE ARE ALWAYS GLAD
TO FURNISH QUOTATIONS, AND GIVE ANY
INFORMATION WE CAN TO THOSE
WHO MAY REQUIRE ANY
GOODS IN OUR LINE.

H. H. FULLER & CO.,

45 to 49 UPPER WATER ST.

❖ EDUCATIONAL. ❖



THE leading Educational Institutions are : Dalhousie College and University, Halifax County Academy, Brunswick Street School (in place of the old wooden building, a brick and stone structure is being erected, contract price \$30,000), Albro Street School, Morris Street School, St. Patrick's Roman Catholic High School, and other public schools; Cambridge House (a private boarding and day school for boys), the Art School, and the Halifax Presbyterian Ladies' College.

LITERARY AND SCIENTIFIC SOCIETIES.—Of these the leading are the Nova Scotia Institute of Science and the Nova Scotia Historical Society.

BENEVOLENT AND CHARITABLE INSTITUTIONS.—The more important of these are: The School for the Blind; Institution for the Deaf and Dumb; Victoria General Hospital; R. C. Infirmary; Asylum for the Insane, Dartmouth; Infants' Home; City Poor's Asylum; Protestant Orphans' Home; R. C. Orphanage; Industrial Schools; Visiting Dispensary; Society for the Prevention of Cruelty; Saint Paul's Almshouse of Industry; Home for the Aged. A short account of some of these is given in another part of the book.

NATIONAL SOCIETIES aid in Charitable efforts. These are the North British, St. George's, and Charitable Irish.

READING AND RECREATION ROOMS.—Y. M. C. Association, cor. Granville and Prince Streets (over one hundred newspapers and periodicals); Church of England Institute; Halifax and City Clubs, and others.

LIBRARIES.—Dalhousie College, Y. M. C. Association, Legislative Library and Citizens' Free Library.

NEWSPAPERS.—Daily: Morning Chronicle, Morning Herald, Evening Mail, Daily Echo and Acadian Recorder. Tri-weekly: Herald and Chronicle. Weekly: Nova Scotian, Royal Gazette, Critic, Presbyterian Witness and Wesleyan.

POWER & CO.,

289, 291 Barrington, and 132, 134 Upper Water Streets,
HALIFAX, N. S.

POWER & CO.

**STEAM & HOT WATER ENGINEERS,
MACHINISTS,
COPPERSMITHS,
GAS FITTERS,
PLUMBERS,**

Importers and fitters of the best Sanitary Earthenware and appliances, known to the Trade. Manufacturers of Copper, Brass, Lead and Iron Goods for Railways, Steamships, Lighthouses, Factories, Tanneries, etc.

Importers and Dealers in Iron Pipe and Fittings.

"	"	Copper and Brass Tubes.
"	"	Boiler Tubes and Plates.
"	"	Engineer's Rubber Goods.
"	"	Steam Engines and Boilers.
"	"	Steam, Power & Hand Pumps.
"	"	Warrens Felt Roofing.

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[Continued from page 28.]

receives several streams of fresh water that are supplied by lakes which lie scattered in every direction between its western shore and Margaret's Bay.

In the centre of a little cove on the western side of the Arm, and about half a mile from its head is Melville Island, the former abode of unfortunate prisoners of war. It is now used as the military prison.

At the mouth of the Arm there is another little place called Pernet's Island, and about a mile above are two immense iron rings fastened into masses of rock, to which was appended, during the war of 1812, a chain that secured the passage of the Arm against hostile fleets. Midway between the Arm and the harbor, near the southern part of the peninsula, stands a strong stone tower, in a position which commands the approach to both, but at this battery there are no longer any troops stationed. About three miles from the North-west Arm is a rocking stone of very large dimensions. It rests upon a strata of rock that rises to the surface of the ground, and moves on a pivot of twelve inches by six. It is composed of granite, and when set in motion (which may be effected with ease by means of a short wooden lever) undulates from E. N. E. to W. S. W. It is twenty feet in length, fourteen in breadth, nine in height, and seventy-four in circumference, and is supposed to weigh one hundred and sixty-two tons. Within a shorter distance of Halifax, on the Prospect road, is another stone of smaller dimensions, but similar as respects its position and facility of motion.

"And some, chance poised and balanced, lay
So that a stripling arm might sway
A mass no power could raise,
In nature's rage, at random thrown,
Yet trembling like a Druid's throne,
On its precarious base."

—SCOTT.

The Approach by Sea.

The traveller who prefers to arrive at Halifax by sea, rather than by Railway, will have his attention drawn to the numerous guardians of the coast, both of a peaceful and a warlike character. Light-houses and fortifications are conspicuous at every prominent point, from the rocky Isle of Sambro on the western coast to the jetties of H. M. Naval Yard near the head of the harbour. The lonely island of

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Sambro, a prominent rock a mile or two from the shore, and about twenty miles from the Narrows, is scarcely large enough to contain the light-house; it was, doubtless, chosen by the first Legislature of Nova Scotia, on account of its admirable situation for the purpose required. The lantern shews a fixed white light, warning the mariner of rocks and ledges in the vicinity, and casting its welcome beams over a wide expanse of the surrounding ocean. A little further inland on the same shore, we have next in order, standing on the bold bluff of Chebucto Head, the Beacon, with its brilliant light revolving at intervals of one minute; the Beacon being supplemented in the same neighborhood by an automatic signal buoy with a ten inch whistle. Still further inward, but on the opposite side, appears the antiquated light-house of Mauger's or Meagher's Beach, standing apparently in the water, but in reality on a low shelving beach jutting out nose-like from the western shore of McNab's Island towards the harbour's mouth. This island, with its neighbour, Lawlor's, on the east, forms a great natural breakwater for the Port, against the fierce south-eastern gales of the Atlantic, and together they separate the Eastern Passage, as it is called, from the much broader and safer entrance by the Western shore. Further East, at the entrance of the second Passage, will be noticed the double white light on Devil's Island, and nearly opposite on the Western shore, a military establishment known as the Signal Station and Fort of York Redoubt. Here a few years ago, the eye might have encountered what is supposed to be a novelty in this part of the world— a cairn on the ancient model. It stood on a height above the village of Herring Cove, as we approach the harbour. Two rude pillars could be seen placed east and west, forming the elevated parts of the ship-cairn erected in memory of George Brown, a native of the Cove, who died July 8th, 1875, aged 36 years, after having earned the title of champion oarsman of North America. Proceeding further inward from York Redoubt along the Western shore, the outlet of the North West "Arm" is passed, noted far and wide for its quiet and picturesque beauty. This pretty little inlet runs up, in the rear, as it were, of the city for two or three miles, and varies in width from a quarter to half a mile, the shores throughout its whole length showing a succession of handsome mansions, with smooth lawns extending in some parts to the water's edge, and in others relieved by groves of the original forest. We now approach Point Pleasant, the southernmost point of the

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peninsula on which the city is built. As has been said, this point was at first selected by Governor Cornwallis as the site for building the town, but was found to be much exposed to south-easterly gales, and another site was selected between two and three miles further north, where the city at present stands. Soon afterwards we pass George's Island, with its massive fortifications, built apparently to last for all time. We are now in the harbour proper, and can take a leisurely survey of its capabilities and proportions. What a magnificent sheet of water it is! not to speak of the roadstead of George's Island outside, or of the broad basin inside of the Narrows, the harbour has room and verge enough to accommodate the fleets of the world. Everywhere the water is deep--so deep, that the largest ships may lie at the wharves without fear of grounding at any time of the tide--which here rises and falls so gently as so be hardly perceptible, and never exceeding a depth of six or eight feet. Practically, the state of the tide here is never taken into account in the usual arrangements of shipping incidental to the duties of a port-warden.

On the south-western shore, between Halifax and the bounds of Lunenburg County, there are several good harbors. After passing the Northwest Arm, Herring Cove and Ketch Harbor, Sambro presents its capacious basin, to vessels that encounter contrary winds in departing from Halifax. It is situated three or four miles north westward of the light house, is easy of access, perfectly safe and deep. Coasters resort thither in great numbers in bad weather, and fifty or sixty are frequently collected in this retreat. Sambro was settled in the year 1780, and contains a small fishing population. Between this and St. Margaret's Bay are Pennant, Upper and Lower Prospect, Molineux, Dover and Indian harbor, at each of which a few fisherman are settled. The lands from Chebucto Head to St. Margaret's Bay are, with very few exceptions, covered with rocks, the shore iron bound, and not a tree to be seen for many miles. At the first settlement of the country, this portion of the coast was covered with a growth of spruce, hemlock and other trees, but soon after, a fire that spread over nearly the whole township destroyed this immense forest of timber, to the irreparable injury of the inhabitants. St. Margaret's Bay is safe and capacious. It is blessed with many harbors, coves and islands which afford shelter for ships of the greatest burden, and convenient situations for fishing or farming. There are several streams that flow into the Bay abounding

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GEO. W. SWEET, Manager.

with salmon, trout and gaspereaux. The people living on the shores of this Bay have for many years furnished a large supply of fresh fish, firewood and vegetables for the Halifax market. Besides the North West Harbor, Long Cove, Hubbard's Cove, French Cove and others; St. Margaret's Bay contains Head Harbor, an anchorage of the first order, and so perfectly safe that a fleet might be moored side by side, unaffected even by a hurricane. Of some of these places, more hereafter.

Defences.

GARRISON.—Halifax is the headquarters of the Imperial forces in British North America. The garrison is the only one in the Dominion composed of regular troops. It consists of a regiment of the Line, of a battery of the Royal Artillery, of two companies of the Royal Engineer Corps, of one company of Submarine and Torpedo Engineers, of detachments of the Commissariat and Transport Corps, of the Ordnance Store, of the Hospital Corps, besides the Medical and Army Pay Departments. The Commander-in-Chief is a General, who in the absence from the Dominion of the Governor-General acts as Administrator of the Government. He has a military secretary, two aids, and eight other staff-officers, together with a military Chaplain.

NAVAL STATION.—Halifax is also the chief station of the North American and West Indies squadron of the Royal Navy. It is a Vice-Admiral's command, and the flagship remains in port during the greater part of the summer, with some of the other vessels of the squadron.

THE FORTIFICATIONS.—Our Halifax, from its foundation was largely a military station as well as a great central rendezvous for the naval force on the cis-Atlantic duty. The star fort or Citadel, known as Fort George, occupies the site of the octangular wooden blockhouse erected in 1753, having a parapet and summit tower with port-holes for cannon. The whole was surmounted by a ditch and ramparts of earth and wood, strengthened by palisades or pickets driven close together. The hill top was as first, and up to 1778, about eighty feet higher than it appears in 1878, the cone having been necessarily cut down in the progress of the successive works of fortification. In 1753, a row of pickets was extended from the Blockhouse along the line of

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Jacob Street, on the one hand, and by the South Barrack grounds along Salter Street, on the other, to the shore of the harbor, as a defence against sudden attack by the then hostile Indians (the Micmacs). These pickets had fallen into decay and disappeared before 1769. In the year 1796 the Duke of Kent, commanding at Halifax, caused the fortifications to be removed, and began the erection of works of increased strength. He had the grounds of the fort enclosed securely by picket fences, parts of which were to be seen, though neglected, as lately as the year 1828, but were soon after superseded by an extended enclosure such as that now surrounding the entire Glacis to its points of junction with the several adjacent streets, as shown by map of the City. The present fort is of great strength, and comprises within its limits barrack accommodation for a regiment, a signal house, flag staff, station for electric telegraph apparatus, connecting adjacent outside forts, and a storm drum to give warning to the Royal or Mercantile Navy, if there be a threatened disturbance of the weather. A number of blockhouses and batteries were built in defence of Halifax from the date of its settlement and during 1760 at intervals, up to 1775. These occupied positions at Massey Hill, Mount Needham, Queen's wharf off Governor's Battery, Ordinance square, Dockyard, Lumber-yard, Fairbank's wharf, Dutch Church redoubt, Admiralty grounds, the site of Trinity Church by Poplar Grove, known as Grenadier Fort, Meagher's Beach, Point Pleasant, York Redoubt Point, East Battery Point, and Fort Charlotte on George's Island. From the head of the North West Arm to Bedford Basin was extended a line of blockhouses, as centres of defence in anticipation of stealthy incursions of Indians. The blockhouses were built of logs or squared timber, with loop-holes for musketry, the walls were of great thickness, having a parapet around the top, and platform at the base. These defences have, in many cases, given place to erections of a peaceful character, or leave only traces of redoubt outlines, as at Fort Needham and the Lumber-yard, while a few remain under altered conditions and with the added appliances of modern adaptation for defence, as may be seen at Point Pleasant, at Fort Charlotte on George Island, and at Prince's Battery Fort on McNab's Island. To these have been added, as defined on the plan of Halifax, Forts Cambridge and Ogilvie, with their 18 ton guns and steel-pointed shot.



Micmac Camp, near Halifax.

Access to the several water-side Forts of the island, may be had by the assistance of harbor boatmen, or by excursion steamers that ply during the Summer months between the City and McNab's Island, or other points of interest. A modernized specimen of the old Martello Tower may also be visited, which stand conspicuously on the elevated level rock in the open space near Point Pleasant.

The citadel which covers the summit of the hill upon which the city is situated, is most easily reached by ascending from Sackville Street at the corner of Brunswick. The citadel is a fortress of the first class, according to the standards of the old school; though of late years the Government has bestowed much attention on the works at George's Island, York Redoubt, the Point, and MacNab's Island, which are more important in a naval point of view. The works were commenced by Prince Edward, Duke of Kent, father of Queen Victoria, who was then Commander of the Forces on this station. He employed in the service a large number of the Maroons, who had been conquered by the British and were banished from Jamaica, and subsequently deported to Sierra Leone. Changes and additions have been made nearly every year since, until the present immense stronghold has been completed. It is separated from the glacis by a deep moat, over which are the guns on the numerous bastions. The massive masonry of the walls seems to defy assault, and the extensive barracks within are said to be bomb-proof. During the years 1873-74 the artillery was changed, and the previous mixed armament to a great degree replaced by muzzle-loading Woolwich guns of heavy calibre, adapted for firing the conical Palliser shot, with points of chilled iron. The visitor is not permitted to enter the fort, but is allowed to walk outside the circuit of the ramparts, and this elevated station affords a broad view on either side. Perhaps the best prospect is that from the south-east bastion, overlooking the crowded city on the slopes below; the narrow harbor with its shipping; Dartmouth, sweeping up toward Bedford Basin; Fort Clarence, below Dartmouth, with its dark casemates; Macnab's Island, crowned with batteries and shutting in the Eastern Passage; the outer harbor, with its fortified points; and the ocean beyond.

Near the portal of the citadel is an outer battery of antiquated guns; at the south end of the glacis are the extensive barracks of the Royal Artillery; at the north end the Pavillion Barracks—quarters for married men.

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Chief Superintendent.

York Redoubt, which is also a signal station for shipping, is a powerful fort on the top of a high bluff, and crosses its plunging fire with that of a redoubt on Macnab's Island. Forts Ogilvie and Cambridge in Point Pleasant woods, the Point Battery, Fort Clarence on the Eastern Passage, and George's Island, which is one large fort, complete the sea fortifications; while the citadel commands not only the harbor but the land side as well.

In addition to this great array of forts bristling with cannon and swarming with soldiers, a corps of submarine and Torpedo Engineers is maintained at Halifax. These men devote their whole time to submarine engineering. They have placed a number of mines and torpedoes along the bottom of the sea at the entrance to the harbor, and so ingeniously is everything arranged that without leaving their office they can tell the exact instant when a vessel is immediately over any one of these. All that then remains for them to do, is to touch a button, and the ship is reduced to splinters.

Halifax harbor has always been a great naval station. It was here that Loudon and Wolfe concentrated their mighty fleets and armies before advancing against Louisburg and Quebec. Halifax was made one of the chief stations whence the Imperial forces were directed upon the insurgent American colonies. After the close of the Revolutionary War many thousands of exiled Loyalists took refuge here; and the wooden walls and towers with which the city had been fortified, were replaced by more formidable defences.

A great part of the city area is owned and occupied by the military and naval authorities. Besides this a great deal owned by them is leased to the city for an indefinite number of years, at a nominal rental. The park for example is Imperial property rented to the city for one shilling. Once a year all roads leading into it are closed for twenty-four hours, to maintain the ownership, and prevent any possible claim to a right of way. On the same day every year, all roads leading through the citadel are guarded, also parts of several streets, and no civilian is permitted to pass through them under any circumstances. Some of these government properties will be noticed later.

Halifax city is governed by a Mayor and City Council, composed of eighteen aldermen, three from each of the six wards into which the city is divided. The Mayor is elected to serve for one year, and the

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aldermen for three years. The management of the water works, streets, internal health and city property is in the hands of the board of commissioners of city works, composed of six aldermen. The Public Gardens are managed by commissioners appointed by the City Council, six being aldermen and four private citizens. Point Pleasant Park is managed by a commission of eleven members, of whom the Mayor is one, and six are aldermen.

The Provincial Parliament meets in Halifax every winter, generally about February. It consists of the Lieutenant-Governor (salary \$9,000), who is appointed by the Federal authorities, of a legislative council of eighteen members, and of a legislative assembly of thirty-eight members. The executive council is composed of three ministers, heads of departments, and of four members without portfolio. Halifax city and county returns three members to the legislative assembly, and is represented in the Federal Parliament by two members in the Senate and two in the House of Commons.

City Streets and Walks.

An agreeable walk of a summer morning may be made by taking Sackville street, and turning by the right at the corner of Brunswick street, into the enclosure of the citadel, and along the track over the slopes of the glacis. At the summit near the saluting battery a fine view of Dartmouth, sister city to Halifax, is obtained. That town stands at a point of the eastern shore of the harbor opposite the naval yard. The site was occupied as early as August, 1750. The early settlement was overtaken by various misfortunes that tended to retard its growth, but it at length struggled through all reverses to become at the present time an incorporated town enjoying great prosperity. Nestling by the lakes and hill sides partly sheltered by the yet primeval forest, it is fair to look upon. To the right of the suburban picture rises Mount Hope, on whose green slopes, stooping to be touched by the tidal waters, stands an imposing hospital dedicated to the insane of the Province. This great edifice and its surroundings will doubtless attract the stranger's eye and induce a visit. But of this institution we shall speak in another place.

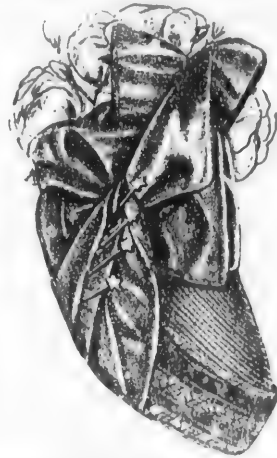
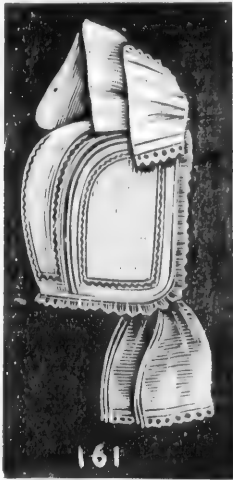
At this point an American visitor describes the scene: "If you cast your eye over yonder magnificent bay, where vessels bearing flags

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of all nations are at anchor, and let your vision sweep past and over the islands to the outlets beyond which the quiet ocean lies, you will see a picture of marvellous beauty. Behind us stretch large green plains dotted with cottages and bounded with undulating hills, with now and then glimpses of blue water, and as we walk down from citadel hill we feel half reconciled to Halifax, its quaint, mouldy old gables, its soldiers and sailors, and all its little, odd, outlandish peculiarities."

After viewing the fortifications of the Citadel, only from the outside however, for you will not be permitted to go within, the tourist should follow with the eye the approaches to Point Pleasant Park in the distance over land and water side, where the waves come rolling in from the Atlantic, to kiss the feet of the pleasant shore stooping low to meet them. Following the wood side to Tower Road, the view takes in the gardens and green fields to the west, embracing a wide expanse, where picturesque suburban residences are scattered over many a chosen spot on the shores of this pleasant peninsula. After enjoying the telescopic view of the suburbs, the eye may take in the aspect of streets and squares immediately below and in front of the beholder from south Brunswick street to the harbor, which embraces the locality of the provincial and city buildings, police station, many of the banks and brokers offices, with the parade, markets, etc., extending along the harbor from Her Majesty's ordnance yard to the enclosure of Queen's wharf and fuel yard. Then following the course of south Brunswick street walking north, from the Royal Engineers' barrack gates, at the corner fronting on the citadel glacis is the Halifax County Academy. The corner stone of this building was laid on the 17th of July, 1878, with Masonic honors. It was built by direction of the Board of Commissioners in charge of schools, and is well situated from a sanitary point of view. The extension of Brunswick street southward through the Imperial barrack ground to Spring Garden road will, when accomplished, add to the value of the site and facilitate the approach to it from the south by students and the public. The exterior of the building is of pressed red brick, relieved with white and black brick and granite dressings, having two stories and a French roof. Originally erected to serve the purposes of a high school, it was a few years since changed into a county academy. Its Principal is A. H. Mackay, for many years the noted Principal of Pictou Academy.

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At the next corner is the public Dispensary. This Charity began about the year 1832 under the auspices of Dr. John Sterling, senr., and Dr. William Gregor. It had small beginnings, only occupying at first the ground floor of a small house on Granville street, in rear of the lot now occupied by the Club building, which fronts on Hollis street. The promoters were assisted in their philanthropic work by their several pupils of that day, who numbered among them Dr. George Snyder, afterwards of Shelburne, and Drs. Thomas and George Stirling, junr. The gratuitous advice and attendance of these gentlemen on the sick poor had for many years only the reward of grateful blessings of the patients, whose sufferings ever met a willing hand with a gentle word to help them. On the death or removal of these the charity was in some measure kept up by other practitioners and their medical students, but without any recorded organization till the year 1857, when a score or two of subscribers agreed to contribute annually towards its support, a committee of management being chosen from those who contributed \$4 each to the funds, and the Rev. J. C. Cochrane presided at their meetings. The late Dr. F. Morris then assumed the charge, and the Institution was opened at his house in Argyle street, where he continued to give his careful and laborious attention to the duties up to the year of his death, which occurred in 1868. The committee of management held their monthly meetings at the Dispensary rooms, and published a report of operations annually. An effort was thereafter made to provide suitable premises, which resulted in the erection of the present Dispensary and Morgue on South Brunswick street, by funds derived from various bequests and a grant from the civic treasury. The management is now in the hands of a president (W. C. Silver, Esq.), two vice-presidents (His Worship the Mayor, and H. H. Fuller, Esq.), a board of directors, a secretary and treasurer. There are in attendance on the Dispensary fourteen physicians, all of them willing workers in the cause of true beneficence. An idea of the work done by this splendid institution is afforded by a glance at the report of the medical staff for the last year (1889):

Medical department	-	-	-	-	2,143 consultations.
Surgical	-	-	-	-	857 "
Women and children	-	-	-	-	1,731 "
Eye and ear	-	-	-	-	632 "
Dartmouth	-	-	-	-	185 "

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" " No. 2	-	-	-	-	1,097 "
Central "	-	-	-	-	1,243 "
South "	-	-	-	-	1,081 "
Dartmouth	-	-	-	-	479 "
Dental	-	-	-	-	955 "
Charity prescriptions	-	-	-	-	275
Dartmouth "	-	-	-	-	715
City	-	-	-	-	11,943 "
Total					12,095
Patients					4,781

The Temperance Reform Club building now occupied by the Salvation Army, stands at the opposite corner on Prince street, facing South Brunswick street. It was originally the Waterloo Tavern. It contains a hall for 58 feet long and 38 feet wide with a height of 10 feet. At the next corner is the Central Fire Alarm and Engine House, headquarters of that indispensable organization, the Fire Brigade. The firemen are all volunteers and receive no salary from the city for their willing services. Hard by is Taylor's shoe factory, alike useful and ornamental. Next comes the commodious Mission-house, erected by the late Edward Jost for the benefit of the poor of that vicinity. The next church we meet is the Garrison Chapel, erected for the convenience of the military. Thither every Sunday morning the soldiers march from the different Barracks accompanied by the full military brass band. The service of song in the church is also led by the band, except on special occasions however, the organ alone is used at the evening service.

Passing on, we come the Church of the Redeemer, (Universalist,) on the West side, and immediately following, Brunswick street Girls' School. The old wooden building now in use, is to be replaced by a commodious brick structure, fitted with every modern convenience. Next at the corner of Cornwallis street stands St. George's Church. The parish Church of St. George, commonly known as the Round Church, to which the small church of 1761 contributed to form a congregation, was erected in the year 1800 on the West side of Brunswick St., one of the finest streets of the city, where it is crossed by Cornwallis street. The materials of construction are wood. There

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**E. A. WALDRON, Gen. Agent,
BOSTON, Mass.**

is a tradition accounting for its shape, viz., that the Duke of Kent, father of our gracious Queen, then at Halifax, had a fancy for round buildings. His music-hall west of Bedford Basin, a relic, still left of the olden time, is round, and the Garrison Library, built under his auspices, was of horse-shoe form. He may have had in mind the form of one of the three round churches in England, one of which is at Langham Place in London. Another tradition suggests that, as the Devil lurks in corners, the old Germans, who largely assisted to build the church, resolved to give the "old boy" no hiding place, made their sanctuary round—having no corners. The shape of the building, at first sight so unusual and striking, is said to have drawn from a sailor to his comrade in passing it the quaint exclamation,—“See Jack! here’s a church built by a cooper—round as a barrel!” Notwithstanding this peculiarity, however, the church is very commodious and presents a neat appearance,

The foundation stone was laid by Governor Wentworth, April 10th, 1800, during the incumbency of Rev. G. Wright, who held the living until 1817. The cost of erection was defrayed by collections in the congregation, assisted by a gift of £200 sterling from George III. On the death of Mr. Wright the Rev. B. Gerrish Gray was appointed rector, and held the living for eight years, when he removed to St. John, N. B., 1825, and was succeeded by Rev. R. F. Uniacke, who continued in office until his death, June, 1870. During his incumbency the church was consecrated by Bishop Inglis, Dec. 23rd, 1827. On the death of his uncle, Rev. J. B. Uniacke was chosen to fill the vacancy. In 1827 the chancel was added to the church, which is surrounded by elm trees and a grass lawn, with the rectory and garden in its immediate vicinity. This church, on account of its shape, possesses superior advantages for decorative purposes. Still farther North is St. Patrick’s Girls’ School erected by the city for the accommodation of the girls of that part of the city. It is a new and beautiful brick structure. Almost opposite the school is St. Patrick’s R. C. Church. This church has a very interesting history. It was built by a Methodist lay preacher, a Mr. Jackson, and used by him as a place of worship. It was afterwards rented by the British Government and used as a military chapel, and finally it fell into the hands of the Roman Catholics, who conducted services there for many years. Finding the old church unsuited to their needs, they tore it



Freemasons' Hall, Halifax.

down, and erected in its place a splendid brick and stone edifice, adapted to the requirements of a large congregation.

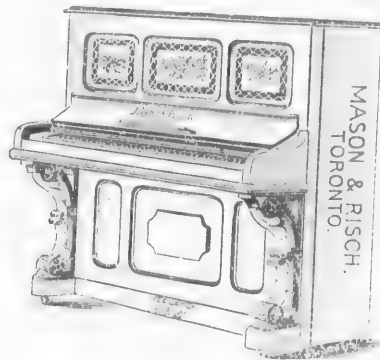
Proceeding still further along till we reach Gerrish street, the visitor's attention is attracted to a little building, evidently a church, and undoubtedly very old. The very sight of this little building excites the interest of the antiquarian. This building is the Old Dutch Church. The following description of the church was written some years ago: "The smallest of existing churches is perhaps the plain square building, commonly known as the Dutch Church, erected in the year 1755 by funds arising in part from private subscription, and supplemented by a grant of about £47 by the Executive Council of Government. It was first used as a school house. In 1760 a steeple was added, surmounted by a weather-cock, from which circumstance arose the term "chicken-cock church," jocularly applied to it. In 1761, the date it bears, the house was consecrated as a church by the Rev. Dr. Braynton, rector of St. Paul's, and the name St. George's given, but this name was subsequently taken for the parish church erected in 1811, which is also known as the Round Church in the parish of St. George. The small church was intended for the use of the Lutheran congregation that came to Halifax in 1751-2, at the suggestion of King George II. The majority of the German settlers, however, after three or four years' delay, had embarked for Merligues harbor, and there founded the now thriving town of Lunenburg. Those who remained occupied lots in the northern section of Halifax, the streets of which bear the names of Gottingen and Brunswick, and the settlement was commonly known as Dutch-town. The grounds beside the church were used as a cemetery, and headstones yet remain of dates anterior to that of the church, bearing the names of early German settlers. Near by was a block-house for defence, the site of which tradition assigns to ground designed for a parsonage. Bernard Honzeal, one of the Loyalists of New York, was the officiating missionary, who died in the year 1800. Finally, after the death of two successors the congregation merged into that of St. George's and the old church reverted to its original character, and is now used for school purposes, being still kept in good repair at the age of one hundred and twenty odd years. The quaint old building enables the weatherwise, as of old, to divine the changes by the movements of the weather-cock perched on its steeple, although the barometer and storm drum are more influential in

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121 and 123 HOLLIS STREET,

A few doors North of Halifax Hotel,

HALIFAX, N. S.

moulding the modern weather guage." The rest of Brunswick street is occupied by private residences, many of which are elegant in appearance and substantial in structure. At North street turning down we come to the Interecolonial Railway Station, or turning up the hill and keeping persistently to the same road, we shall reach the North West Arm at its head.

Pleasant Street.

Four streets to the east of Brunswick is Pleasant street, which is the longest in the city. Under the four names, Pleasant, Barrington, Lockman streets and Campbell Road, it extends from the southern to the northern extremity of the city. Proceeding along this street in a northerly direction, a goodly number of handsome houses appear on the right. When we reach Tobin Street, the sight of St. Andrew's Church, almost at the corner of Pleasant street, attracts our attention. This is a handsome structure of peculiar architectural character—the light tracery of the early English style, combined with the heavier Gothic imparting a most pleasing effect. The exterior is striking—the tapering spire, 150 feet high, being a prominent object on entering the harbor. The belfry contains one of the heaviest and most sonorous church-bells in the city. The interior, designed by the well known Busche (almost a copy of the lower Kirche, Antwerp), is chase and elegant. The stained windows, lofty oak-panneled roof, handsome choir screen, and gallery with decorated wheel-window and the richly-carved walnut pulpit, said to be the finest piece of carved church-work in the Lower Provinces, altogether produce a charming picture, and make the church well worth the inspection of visitors. It may be worthy of remark that St. Andrew's is out of debt, its congregation having entered in it 1870, entirely free from that objectionable appendage. The present congregation are the successors of the old Relief Church of 1818, originally members of Mather's Presbyterian Church, who separated in that year and built the first St. Andrew's church, inseparably connected with the memory of the Rev. John Martin, who in his day was one of the most widely known Presbyterian clergymen on this continent, and for forty years filled its pulpit. Proceeding north along Pleasant street, we come upon Girton House, a Young Ladies' Private Seminary; and immediately above it is the Presbyterian

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....

centrally located, and close to Post Office, Custom House, etc. Recently enlarged and refitted. Electric Bells and all modern conveniences.

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TOURISTS and Citizens generally desirous of relief from the dust and din of the City are invited to visit the grounds and make use of the Observatory which being about one hundred and fifty feet above sea level, ensures a refreshingly cool breeze at the most sultry seasons, while the quiet beauty of the scene needs but to be seen to be appreciated.

HORSE CARS pass Nursery every few minutes.

JAMES H. HARRIS, Manager.

Ladies' College. This institution was established in 1887 by Rev. Mr. Laing of St. Matthew's Church, who has now resigned his pastorate to assume full management of the institution. The curriculum embraces various departments, Collegiate, Fine Art, and a Conservatory of Music. The teachers number about twenty, and are for the most part university graduates. The Principal of the College is Miss Leach, a graduate of Wellsley Seminary for ladies, and the Conservatory of Music is under the control of Prof. C. H. Porter, Herr Klingensfeld, and Herr Doering, graduates of Leipsig, Germany. The attendance has been large from the beginning, ranging from 200 to 300 students.

North of Ladies' College is Waverly House. North of Morris street and near Spring Garden road is the residence of the Lieutenant-Governor, generally called Government House. The first site of the Governor's residence was that on which the Province Building now stands. The original of Government House was a primitive structure, built in 1749 of materials brought from Boston. The rooms were occupied by the Governor early in October, and the first meeting of his Council was held there on the 14th of that month. The oblong table at which they were wont to assemble has been preserved. The Council, consisting of six persons, was organized for civil government on the 14th of July, 1749, and their first house of meeting had for defence against all enemies two or three cannon mounted on hogs-heads filled with sand. On the removal of this "cottage," a new residence for the Governor was erected in 1758 by Governor Lawrence, to which Lord Campbell added a ball room, and other additions were made by subsequent Governors, but all these were finally removed in 1811 to make room for a freestone building. The site of the present Government House was occupied originally by a large wooden building as a dwelling for field officers and military purposes during the time of the American "revolution." In the year 1811 the structure referred to was removed to the head of Inglis street, and there occupied afterwards as a residence by the late Colonel Bazalgett, who in 1852 administered the government of Nova Scotia. On the vacated spot the corner-stone of the existing gubernatorial residence was laid. The house as then built stands three storeys high on the central east and west fronts, with wings north and south of two storeys, which extend many feet on either side beyond the west central front. The wing rooms have long been used as reception, levee, dining and ball rooms,

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and here the loyal Governors of the Province have been pleased to call round them the *elite* of the Provincial society of fair women and brave men, whose galaxy of beauty and gallantry contributed to make Halifax a centre of attraction for the naval and military services.

Opposite Government House, on the west side of the street, stands St. Paul's cemetery, elsewhere noticed. Overlooking these grounds is St. Matthew's Church—originally Mather's Church. It is ranked among the finest ecclesiastical buildings of the city. It is situated on Pleasant Street, having Government House on the south, with the Academy of Music on the north. This elegant structure stands on a lot which was formerly a part of the garden of the late Attorney-General Uniacke. It is the principal church belonging to the Presbyterian body in Halifax. The front of the building is of freestone, with sides of brick covered by mastic in imitation of stone. The church possesses considerable architectural beauty, is about ninety feet in length by sixty feet in breadth, and can accommodate nearly a thousand sitters. The main entrance is surmounted by a massive square turret, with elegant pinnacles, from the centre of which springs a spire rising upwards of one hundred feet from the base of the church. The windows are semi-Gothic in style, in excellent keeping with the rest of the building. The pews in the area of the church are richly cushioned. The pulpit, which is of the old Scotch, rather than the modern American, pattern, is a work of art reflecting credit on the taste of the artist. Immediately behind the pulpit, on the eastern end, there is a rose window of beautiful design and finish, admitting a "dim religious light." The total cost of this fine building, with the grounds, was about \$11,250. The present church was erected in the year 1859, and is the successor of the old, historical St. Matthew's (so commonly called), which, with several other buildings, perished by fire on the 1st of January, 1857. This latter structure stood upon a lot granted in 1749 by Lord Cornwallis, which is now occupied by the extensive warehouses of Messrs. Doull and Miller, corner of Hollis and Prince Streets. St. Matthew's, therefore, in age, is coeval with the city itself. It was at first a Congregational body, but very soon connected itself with that section of Presbyterians belonging to the Church of Scotland, and with which it remained associated till the late union. Founded about 1750, St. Matthew's has had during that long period only eight clergymen. The Rev. Thomas Russell, the father of a well-known Halifax mer-

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— And also Bottlers of —

XX, XXX INDIA PALE AND FAMILY ALES,

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Basin. Boats. Floating Bath House.
Tennis. Quoits and Bowling Alley.
Excellent Cuisine. 10 Trains daily
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J. C. MORRISON, Proprietor.

chant, G. N. Russell, who died some 25 years ago, was the first Church of Scotland minister of St. Matthew's. He resigned in 1786, and was succeeded by Dr. Andrew Brown, who afterwards became a professor in Edinburgh University. Next came Rev. Dr. Gray, who died in 1826. The Rev. R. Knox was appointed Dr. Gray's successor, but was in 1823 called to Scotland, and there killed by a fall from his horse. The Rev. E. Rennie succeeded Knox, but was not confirmed in the appointment. Then came the Rev. John Scott, who occupied the pulpit for the long period of 36 years. He was succeeded in 1863 by the Rev. G. M. Grant, now Principal of Queen's College, Kingston, Ont. Principal Grant was followed by the Rev. Robert Laing, who has but lately resigned, so that the congregation is at present without a pastor.

Next north of St Matthew's church is the Military Brigade Office, and farther north the Academy of Music, a beautiful building, splendidly designed, and capable of seating fifteen hundred people. Opposite the Academy is St. Mary's Cathedral (Roman Catholic), a handsome stone edifice, with granite facade and spire, in which is hung a peal of bells which chime on Sundays. The plain wooden building at the corner of the street is the Glebe House, the official residence of the Roman Catholic Archbishop of Halifax. We next pass on the east side, the first Masonic Hall, built eighty-six years ago, and now relegated to the level of a storing place for various commodities. Proceeding on we pass the City Club, handsomely fitted up. Farther on we pass a brick building in process of erection, to be devoted to the use of Saint Mary's Young Men's Total Abstinence and Benevolent Society. Two doors north is the Church of England Institute, recently opened as a resort for the young men of our city. Between Sackville and Prince streets we pass the Union Fire Protection Company's Hall on the west, and Gordon and Keith's establishment on the east. St. Paul's Church faces on the Grand Parade, from which in former days a salute of one hundred guns was fired annually on the anniversary of the settlement of the city. On the northern end of the Parade stood Dalhousie College, now replaced by the City Hall, which was formally opened by an "at home" in the building on the 22nd of May, 1890. A description of this splendid structure is given on another page. The street has already changed its name from Pleasant to Barrington street. This it does at the intersection of Spring Garden Road. The name again changes at Jacob street, from Barrington to Lockman street.

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Furs made to Order.

C. S. LANE

113 Granville Street, Halifax, N. S.

(Late Anderson & Billing's Building.)

Hollis Street.

Hollis and Granville Streets are the two principal thoroughfares, on which the best stores may be found. Hollis starts from South Street, and at the junction of the two is the Royal Engineer Yard, familiarly known as the Lumber Yard. The officers of the Commandant of the Corps are situated here, together with store and boat-houses, workshops, quarters for sergeants, etc. It is connected by an electric cable with George's Island, which lies in front of it, in mid harbor. It is also the station of the Royal Nova Scotia Yacht Squadron, all yacht races starting from and finishing here.

Immediately to the south, and bounded by the Yard, are the Gas Works which supply Halifax. Proceeding along Hollis, Morris Street is crossed; and after passing a block, the tourist has on his left hand Government House and grounds, the residence of the Lieutenant-Governor. In the next block, on the east side, is the

Halifax Hotel.

for a description of which see a previous page. W. H. Johnson's organ and piano forte show rooms are now passed.

At the corner of Prince Street is the Queen Building, which was burned down in 1881. Opposite this edifice is the

Provincial Parliament Building,

built of brown freestone. Representative government was first established in Nova Scotia in 1758, but the representatives were without a suitable place in which to hold their meetings up to the year 1820. In 1811 it was resolved to erect the present building, the corner stone of which was laid on the 12th day of August of that year, and in the summer of 1819 the work was completed. The length of the building is 140 feet, width 70 feet, and height of east front 42 feet. The entire cost was £52,360 7s. old Nova Scotia currency, or about \$209,400. Up to 1830 this was said to be the finest building in North America, but it has since been outstripped by the splendid architecture of other cities both in the Dominion and the United States. Over the Hollis Street entrance is a convenient library, well stocked with works on law, history and science. On the walls of the elective chamber are life-

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BOOTS & SHOES

OF EVERY DESCRIPTION.

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WOOLNOUGH'S
RESTAURANT,

ESTABLISHED 1865.

34 *SALTER STREET,*

OPPOSITE MASONIC HALL.

size portraits of political leaders of the past decade, viz.: Hon. J. W. Johnston and Hon. Joseph Howe, long time rivals, but finally united by harmony of views on the broad policy of confederation. In the Council Chamber are full-length portraits of several kings and queens of Great Britain, those in position near the *dais* being much admired for the possession of unusual merit. Here may also be seen portrayed the principal judicial celebrities of the Province who have passed away, with Nova Scotia's military heroes, Inglis, of Lucknow, and Williams, of Kars.

Nearly opposite the Provincial Building stands the

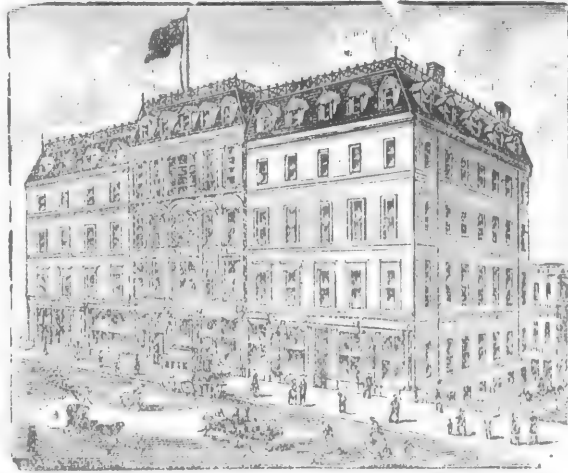
Dominion Building,

which is doubtless the finest public building in the Lower Provinces. It is the property of the Dominion Government, and principally occupied as a Custom House and Post Office. It stands in a convenient and commanding position near the harbor, and has a frontage on four streets, viz., Duke, Hollis, Cheapside and Bedford Row. The building is 120 feet in length and 55 feet in width, with a projecting portico on the south front of 30 by 5 feet. It is four stories high with pitch roof, and a cupola rising out of the centre of the roof to a height of about 100 feet. Except the basement, which is of fine cut granite, the building is of freestone. The style of architecture is Italian renaissance, and with its elaborate carving is probably the most profusely decorated building in the city. The south pediment is surmounted by a statue of Britannia, 12 feet in height. The western half of the building on the three first stories is occupied by the Post Office department, and the eastern half by the Customs, the Inland Revenue and Finance Offices. On the upper storey are the offices of the Marine and Fisheries, and some minor offices connected with the Customs. A large room on the south front of this storey is occupied as a Museum.

The Provincial Museum.

is an institution which belongs to, and is kept up by, the Local Government of the Province. It is well worthy of a visit. The collections in it are extensive and well arranged, being classified under the heads: Mineralogy (Scientific and Economic), Geology, Zoology, Botany, Ethnology, and Miscellaneous. The enquirer after any department of

ST. LAWRENCE HALL, MONTREAL.



FOR upwards of thirty-five years, the name of the St. Lawrence Hall has been familiar to all travellers on this Continent. The Hotel is conveniently situated on St James Street, in the heart of the business centre of Montreal, and is contiguous to the General Post Office, and other important Public Buildings. It is handsomely decorated, luxuriously furnished, lighted by the electric light, and fitted with a Passenger Elevator. The Building, which has recently been extended, contains 350 Rooms, and has an elegant new Drawing Room, and Handsomely re-decorated and enlarged Dining Hall.

The Hotel is managed by MR. SAMUEL MONTGOMERY under the personal supervision of the proprietor, MR. HENRY HOGAN

the mineral resources of the Province will obtain information which he cannot otherwise readily secure. The naturalist will see choice collections in the various branches of Natural History specially Provincial. The ethnologist will find much that is interesting in the department of Ethnology; and visitors generally cannot fail to become wiser by spending half an hour in this part of the building. The Museum is open daily. Opposite the entrance is a gilt pyramid which represents the amount of gold produced in the Province between 1862 and 1870—5 tons, 8 cwt., valued at \$3,373,431.

Further north on Hollis street are the banking houses of the Merchants, the Nova Scotia, and British North America banking companies. At the Ordnance gate a glance may be taken at the varied contents of the square, the more striking among them being the cannon balls and shells with their companion implements of warfare, the whole being overlooked by a guard-house with a sentry on duty. Turning here into

Granville Street,

which runs parallel with Hollis street, and going southward we pass the shops of various merchandise, admittedly the finest of their kind in the city. Passing the Provincial Building by the west front, we observe the Y. M. C. A. building, of six stories, reaching 105 feet from the street level to the top. It is built of brick with granite facings, in the free Gothic style. The Y. M. C. A. of Halifax is one of the very earliest established on the American continent: it was founded in 1853. Further south is

Orpheus Hall,

formerly the First Baptist Church. This building is justly famed, for it is unequalled in this respect by any other concert hall in the Dominion of Canada, and excelled by none on the continent of America. It is to be re-seated and re-furnished this summer (1890) and will then be a building of which Halifax can justly feel proud, as she has long been proud, and rightly so, of the Orpheus Club, a band of amateur musicians whose superior is not to be found in Canada. At the corner where Granville touches Salter Street, stands

WINDSOR AND ANNAPOLIS RAILWAY.

THE "LAND OF EVANGELINE" ROUTE.

The Favorite Route between Nova Scotia and the United States and Canada.

TRAVELLERS and VISITORS to the MARITIME PROVINCES should avail themselves of the special inducements offered by this old established and popular Route. It is shorter than any other by 86 miles and is

UNRIVALLED IN BEAUTY AND VARIETY OF SCENERY.

The Railway traverses the fertile and picturesque Valleys of the ANNAPOLIS and CORNWALLIS RIVERS, the widely famed "GARDEN OF NOVA SCOTIA," and the romantic and celebrated

LAND OF EVANGELINE

immortalized in LONGFELLOW'S pathetic story.

* * * * *

Down the long street she passed with her chaplet of beads and her missal,
Wearing her Norman cap, and her kirtle of blue, and the ear-rings,
Brought in the olden times from France.

* * * * *

"Sunshine of Saint Eulalie" was she called; for that was the sunshine
Which, as the farmers believed, would load their orchards with apples.

* * * * *

This *was* the forest primeval; but where are the hearts that beneath it
Leaped like the roe, when he hears in the woodland the voice of the huntsman?

Close connection is made at Annapolis with the International, Yarmouth and Bay of Fundy Steamship Company's to all points in the United States and Canada. At Middleton with the trains of the Nova Scotia Central Ry., for the South Coast, and at Windsor Junction and Halifax, with Intercolonial and Canadian Pacific trains for all points west.

ASK FOR TICKETS

Via the WINDSOR & ANNAPOLIS RAILWAY, at Boston and Maine R. R. Office at Boston; at the Maine Central R. R. Offices at Portland, Danville Junction, Bangor, &c; on board the Steamers of the International and Bay of Fundy and Yarmouth Steamship Co's; at Reed's Wharf, St. John, N. B.; at North Street Depot, and at 126 Hollis Street, Halifax, opposite the Halifax Hotel.

For further information as to Fares, Routes, &c., apply to the Station Agents of the Company, or to

W. R. CAMPBELL, General Manager & Secretary, KENTVILLE N. S.
K. SUTHERLAND, Resident Manager, KENTVILLE, N. S.
P. GIFFINS, Gen. Pass. Agent, KENTVILLE N. S.

The Masonic Temple.

This is an imposing edifice creditable to the craft. Its lofty dome forms a striking feature in the perspective, looking from north Granville Street, where the eye is first caught by the circular turret of the Y. M. C. A. Hall, and then passes to the dome of this structure. The style of the Hall is Italian, with mansard roof. On the top of the dome rests a cupola, from whose apex rises a gilded vane, having a great eye looking to the east. The material used is brick covered with mastic, and the cost of erection was over \$30,000.

Here turning east into Hollis Street the pedestrian will find himself near the door of the HALIFAX HOTEL, doubtless with an appetite sharpened by the bracing air of our city.

After a delicious dinner thoroughly satisfying his inner man, the tourist again sets out to view the city. He takes Bedford Row, the next street east of Hollis, and walks northward. This street is a short one, only extending from Sackville Street on the south to the Ordnance at the foot of Buckingham Street on the north. The United States Consulate is on this street, between Prince Street and the Post Office, as is also the German Imperial Consulate. The Military Commissariat Department of H. M. Forces is also on this street, just below the Post Office.

Water Street.

At the Ordnance Bedford Row merges into Upper Water Street: but for the sake of being systematic, let us start from Lower Water Street, that is the southern part of Upper Water Street. Starting then from Fawson Street, its southern terminus, we shall proceed northward as heretofore. But you might first take a look in, by the way, at the Government Engineer's wharf and yard, with its deserted old earthworks of defence, now become grass-grown and the playground of children.

Water street, as its name implies, has its course from south to north along the harbor front; a few objects deserve attention, such as the wharf of the Canada Atlantic Steamship Company, admirably fitted up for the accommodation of freight and passengers. Adjoining the Queen's wharf on the north side is the fish market. This "is not an ornamental structure. Its traditional character as 'the finest fish-

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HALIFAX, N. S.

WHOLESALE:

209 HOLLIS STREET.

RETAIL:

83 BARRINGTON STREET.

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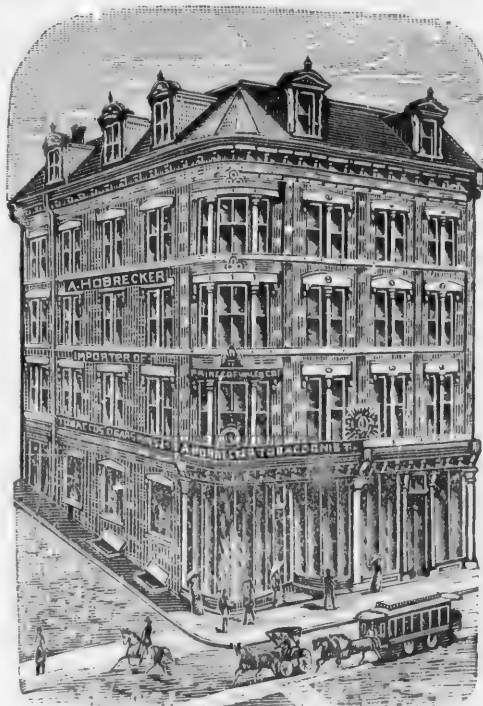
market in the world,' clearly proceeding from more essential claims. From an arched gateway on Water street you descend a gentle incline, and enter a large room with aisles running lengthways on either side of two rows of stalls floored with rough marble. The place is clean, but necessarily damp, and the chief attraction to visitors is at the busiest season, say towards the end of May. At that time especially you may see dozens of salmon of an average in weight of ten or fifteen pounds. Examine them! broad and round-backed, deep-sided, the lavender of the fins contrasted with the adjoining tint characteristic of the king of fishes. The price may be about fifteen cents per pound. The figures in Yarrel and Agassiz make the fish so long and slender as hardly to correspond with the Nova Scotian standard. The halibut is now rather out of season, but may be seen stretched out in his huge form and ungainly proportions. If not a judge of the fin-piece beware how you get a slice from a grey instead of a white fish. Of the haddock there is a show tempting to all fish-lovers, who hold that after the salmon and sea-trout it is of surpassing flavor. Slab after slab is laden with codfishes of all the shapes and colors denoting the varieties of their kind, and of all sizes from two pounds up to fifty. A local tradition tells of a monster that when cleaned and dried weighed 112 pounds! a quintal of itself—and a stone weighing 5 lbs. was formerly shown, as taken from the stomach of another specimen. The allied pollock and hake being in less repute for the table, are seldom met with, though sometimes plentiful. The cusk, of flavor known to few, and the whiting, called here the silver-hake, is common. Spring mackerel usually approach the coast at this time, sometimes in great numbers. Thrown in heaps on the slabs rather than disposed with an eye to effect, their probable next neighbors are the lustrous herrings, and below, refractory lobsters under their covering of wet seaweed. A peculiar custom of this market prescribes that none but marine captures shall be vended within its walls. The fresh-water tribes and some marine, too, of lower dignity, as the lake trout, smelt, gaspereaux or alewife (a kind of herring), eels and clams have the privilege of the curb stone—where they are not to be lightly interfered with, even by His Worship the Mayor.

"Now take a look at the customers! It is early morning. Conspicuous in eager throng are the regimental mess-man, the smart gun-room steward from the Dockyard, and those of the different line

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HALIFAX, N. S., CANADA.

steamers that happen to be in port, jostling, though in no rude fashion, with gentlemen's servants, tidy serving damsels from the boarding houses, the thrifty good-wife, basket on arm, to carry her own purchase, the lady of color from Preston, happy in having secured for 'a song' the large head of a cod or a halibut that at Billingsgate would be deemed a prize for an epicure. Few of the wealthier citizens attend the market regularly of late years. Men and manners are changed since the consumer trusted nobody but himself to decide on the freshness of the gills and the elasticity of the tail. There are those still living who can call to mind when the Town-major, after guard-mounting, would ride to market in full uniform to purchase his own dinner. That the prices have risen latterly is undoubted. Some say that it is not that the fisherman asks more, but because his commodity pays a second profit on its way to the consumer. Of the bygone reign of cheapness some good stories are remembered.

"Once an old fighting Governor was giving a dinner in Halifax, when expatiating on the cheapness of living, he said, 'Gentlemen, I have dined you all upon that cod's head and shoulders for a crown. The price would have been a guinea in London?' 'And I will dine Your Excellency on a better one than that for a quarter!'" (then a shilling sterling) bluntly replied a well-known resident from the foot of the table. The Governor, who always knew where he was, even when hurled from the star rampart into a ditch in India, said nothing—but was seen next morning at sunrise pricing every fish in the market, with his cane. On returning home he immediately discharged his servant, the middle man.

"A naval captain, new to the station, gave his steward a sovereign to buy lobsters for the cabin dinner. The man returned with a boat-load—conveyed in two or three wheelbarrows."

Passing from the market wharf, on the left are the former offices of the City Board of Works and City Engineer, and facing the Green Market stands the building which a few weeks ago contained the offices of the Mayor, Civic Department and Police. The old City Court House stands facing the Market Square on Bedford Row. All these offices are now accommodated in the new City Hall, of which a short description has already been given. The old City Court House has a history. A former writer thus speaks of it:—"On the site it now occupies stood formerly a wooden edifice, the basement of which, early chroni-

clers inform us, was occupied as a market, while the second story was in part used as an exchange where the merchants and newsmongers of the day were wont to congregate, to make bargains, to learn of the latest intelligence from Europe, or to discuss the floating gossip of the town as occasion served. Halifax was then, as now, the point of the American continent nearest to Europe, but near as it was, it took the fleetest ships of the time—the sloops and frigates of the Royal Navy, two, and in one case even three months to get across the Atlantic with the mails. The battle of Waterloo would have been fought and Napoleon on his way to St. Helena, before the men of Halifax could be informed of his escape from Elba. The old wooden building, probably among the first for public uses ever erected in the town, was taken down and replaced by this structure, then known as the “Exchange Coffee House,” early in the present century. In the basement story are the police station and look-up cells for unfortunates, either captured for riotous behavior or arrested on suspicion of crime. Here the “drunks,” black, white and grey, tattered and often battered, are accommodated with lodging, and frequently also with board, at the public expense, until they can be ushered into the august presence of the Stipendiary Magistrate on the ground floor. “Six dollars or sixty days!”—words easily pronounced and but lightly regarded by the motley crowd, filling each morning the temple—presumably—of justice, but how suggestive are those words to any thoughtful mind! A Hogarth or a Dickens, might find apt employment for pencil or pen in many a morning sitting of the civic tribunal, that from the number of colored berry-picking patrons formerly frequenting it, has long been distinguished by the *soubriquet*—“the huckle-berry court.”

Going north from the Market Square, the junction of Lower with Upper Water street is marked by the wall of the Royal Ordnance Yard and buildings. Taking the course of these waterside streets we pass warehouses, provision and grocery stores in great variety until the Cunard wharves are reached. It was at the office of the Hon. Samuel Cunard that the project of an Atlantic Steamship line had its origin in 1840. Continuing the walk along Water Street, we meet nothing of unusual interest until we come to the Deep Water Terminus and Grain Elevator, built by the Dominion Government. The wharf is nine hundred feet long and is provided with every possible convenience for loading and unloading freight. The sheds are five hundred

feet in length, and in addition to these an immense building is being erected providing sleeping, living, dining and hospital accommodation for immigrants. The elevator, with a capacity of 150,000 bushels, is a substantial structure, built in accordance with modern ideas. From this elevator, more than half a million bushels have been shipped during the past winter. The wharf is unequaled in its facilities for the shipping of goods. Its total cost was not less than \$500,000.

Her Majesty's Dockyard next attracts our attention. This Naval Yard occupies half a-mile of the water front, including a Commissioner's residence and other houses sufficient for the several employes whose official duties include the landing and shipping of naval stores. The Yard had its foundation laid in 1758, and was enclosed on the line of the present wall in 1770 as indicated by figures over the central gate. In 1815, a celebration took place in this Dockyard, on the memorable occasion of rejoicing that followed the battle and signal victory of Waterloo. The old inhabitants who were then boys and girls remember that time of jubilee when a miniature ship was raised above the gateway, and fully illuminated—thus serving as a centre of attraction to the joyful crowds of all classes in the town. The Yard is only opened to the public on special occasions, but visitors are admitted if having business with the resident officials on applying to the janitor. In former times it was frequently made the headquarters for great aquatic contests of rival boatmen ere the famous champion sculler George Brown had become the victor over all comers. At the extreme north of the Yard is the Naval Hospital.

Opposite the Naval Yard are the

Intercolonial Railway

freight and passenger stations. These buildings opened for traffic on the first of August, 1887. As we approach the main entrance from North Street, the fine proportions of the building become apparent. It is two stories in height, with a mansard roof surmounted by a lofty tower and dome. At each corner are ornamental towers with circular-headed dormer windows. The dome on the four faces has large electric clock dials. The building measures 113 by 50 feet. On the ground floor are the general waiting room—ladies' waiting room—ladies' dressing room—and W. & A. R. ticket offices—telegraph office—railway conductor's room, and parcel office. The building is heated by steam

on the most approved principle, the boilers and other apparatus being in a fire-proof basement vault, the passenger shed connecting with the main building on the north is 400 feet long and 87 feet wide. This building, constructed on the same design as the front building, is of the finest pressed brick, very ornamental, with circular-headed windows, label mouldings and granite dressings, with roof of iron, very light and airy, yet very substantial. There are three main tracks leading into the building, with two platforms of 20 feet wide.

Again taking Water Street and proceeding north we come to Kaye Street, by ascending which we reach Fort Needham hill. From this old fort a wide view of the north suburbs and adjacent country can be obtained. Proceeding thence to the southward by Gottingen Street, the Wellington Barracks and Admiralty House, previously observed from the water front are seen to advantage. The last named building is reserved for the accommodation of the Admiral of the station while on shore. The Wellington Barracks are built on a commanding site north of the Admiralty grounds on Gottingen Street. The buildings are very commodious, affording excellent accommodation for a part of the garrison. The small number of deaths annually occurring in the ranks of the military forces doing duty here, marks the salubrity of the climate, and gives emphasis to the claim of the title long since applied to Chebucto Bay near Halifax, "La Baie Sainte." From this quarter there are many buildings worthy of passing notice ere the south end of the street is reached, where it terminates at the citadel gateway, notably the two exquisitely beautiful residences of the Blacks occupying lots on opposite sides of the street where North and Gottingen intersect. At its south facing Cogswell street is the Military Hospital erected in 1868 at a cost of \$600,000. It is furnished with every needful appliance and is well fitted to meet the demands of sanitary science.

The remarks on the preceding pages constitute but a brief review of some of our principal streets. It is not intended to be an exhaustive description even of the streets, buildings and institutions mentioned, but is merely *suggestive* of what may be seen, no more. Many of our public institutions, manufactories, etc., have been passed over but are spoken of in another part of the book. There are in Halifax some hundred and sixty or seventy streets and lanes extending over more than one hundred miles, and it is expected that during the summer will be put in a better condition than at present, for the City Council have voted \$37,000 to be expended on this service at once.

Shipping.

That Halifax is a great centre for shipping, is proved by the fact that on an average, 40,000 sailors enter the harbor annually. Along the water front a continuous line of wharves extends for a distance of about one and a half miles. Many of these wharves are supplied with every convenience for loading and unloading cargo, with freight sheds, cab stands and all accommodation possible for passengers and the travelling public generally. Noble's wharf is one of the most accessible and convenient wharves in the city. It is the headquarters of the Canada Atlantic S. S. Company whose splendid Clyde built steamer "Halifax" plies between this city and Boston. Another thoroughly equipped wharf is that of Pickford & Black. These gentlemen are agents for a very large number of steamship lines as will be seen by the list below. The wharves at the Deep Water Terminus are also thoroughly fitted up, these wharves have been described already. The Richmond wharf is farther north than any of these are also large and very well adapted to the demand of trade.

The number of steamships and other vessels that annually enter our port is about eleven hundred with, a total tonnage of seven hundred thousand.

The following are the principal lines of steamers with the agent of each :—

S. S. LINE.	AGENTS.
Furness Line, from London to Halifax - -	Pickford & Black.
Donaldson Line, from Glasgow to Halifax - -	" "
Bossiere Line, from Havre to Halifax - -	" "
West India Lines, between Halifax and Bermuda, Turks Island and Jamaica - - -	" "
Halifax and Havana, Cuba - - - -	" "
Halifax and P. E. Island S. S. Company, between Halifax and Charlottetown - - -	" "
Halifax and Newfoundland S. S. Company, between Halifax and Cape Breton and Newfoundland - - - -	" "
Yarmouth S. S. Company, between Halifax and Yarmouth - - - -	" "
Allan Line, from Liverpool - - - -	S. Cunard & Co.

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& Co.



Glimpses of the Public Gardens.

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Canada Atlantic S. S. Line	- - - -	Chipman Brothers.
Red Cross Line, between Halifax and St. John's		
Newfoundland and New York	- - -	F. D. Corbett & Co.
Anglo French S. S. Line, between Halifax and St.		
Pierre, Miquelon	- - - -	" "
Halifax and Bridgewater Line	- - -	Jos. Wood.
Boston, Halifax and P. E. Island, S. S. Line.		Jas. F. Phelan & Son.

Public Buildings.

DALHOUSIE COLLEGE was founded by the Earl of Dalhousie in 1821, "for the education of youth in the higher branches of science and literature."

The original endowment was derived from funds collected at the port of Castine, in Maine, during its occupation in 1814 by Sir John C. Sherbrooke, then Lieutenant Governor of Nova Scotia. These funds the British Government authorized the Earl of Dalhousie, Sir John's successor, to expend "in defraying the expenses of any improvement which it might seem expedient to undertake in the Province;" and the Earl, believing that "a Seminary for the higher branches of education is much needed in Halifax—the seat of the Legislature—of the courts of justice—of the military and mercantile society," decided upon "founding a College or Academy on the same plan and principle of that at Edinburgh," "open to all occupations and sects of religion, restricted to such branches only as are applicable to our present state, and having the power to expand with the growth and improvement of our society."

The original Board of Governors consisted of the Governor-General of British North America, the Lieutenant-Governor of Nova Scotia, the Bishop, the Chief Justice and President of Council, the Provincial Treasurer and the speaker of the House of Assembly.

After unsuccessful efforts on the part of both the British Government and the Board of Governors to effect a union with King's College, the only other then existing in the Province, this College went into operation in 1838, under the Presidency of the Rev. Thomas McCulloch, D. D., and with a staff of three Professors.

In 1863 the College was re-organized, and in the same year the Presbyterian Church of the Lower Provinces agreed to support two

chairs while the Synod of the Maritime Provinces founded one; and the College opened in that year, under the Principalship of Rev. James Ross, D. D., with a faculty of six Professors. In 1868, a Faculty of Medicine was organized, and in 1883 a Faculty of Law was added. In 1879, George Munro, Esq., of New York, a native of Pictou County, this Province, placed in the hands of the governors the funds necessary for the endowment of a Professorship of Physics. Since that time he has added three other Professors and two Tutors to the teaching staff of the University. Since 1880 he has also provided a large number of exhibitions and bursaries aggregating from \$7,000 to \$10,000 annually, which are competed for by the pupils of the High Schools and Academies of Nova Scotia and the neighboring Provinces.

In 1883, Alexander McLeod, Esq., of Halifax, bequeathed to the University a sum of money which was employed in founding three professorial chairs.

In 1886, the late Sir William Young, one of Dalhousie's best friends subscribed the sum of \$20,000 to start a Building Fund and in his will bequeathed to the College half the residue of his estate. Other gifts have at various times been bestowed upon Dalhousie College, amounting in the aggregate to a considerable sum.

The splendid building now occupied by the College was erected in 1887. It is beautifully situated on a large site in the south western part of the city, fronting on three streets, College street on the north, Robie on the west and Morris street on the south. The College is one of the first buildings that attracts the eye of the passenger on inward-bound vessels, as it stands on the top of a hill, separated from surrounding objects, clearly and sharply defined in its outlines displaying symmetry in its shape and massiveness in its structure. The old building now replaced by the City Hall was sold to the City for \$25,000 together with the new site. The College Buildings as well as the course of study carried out are now generally acknowledged to be the best in the Maritime Provinces and to compare very favorably with the best Universities of Quebec and Ontario. An evidence of the spreading fame of Dalhousie is afforded by the fact that more than one of the Law class of '90 came as far as from British Columbia to obtain a legal training at Dalhousie.

The Academic Staff is as follows:—

- Rev. President Forrest D. D., F. S. Sc., Lond., *George Munro Professor of History and Political Economy.*
- Charles MacDonald, M. A., (Aberd.,) *Professor of Mathematics.*
- John Johnson, M. A., (Dub.,) *McLeod Professor of Classics.*
- George Lawson, Ph. D., Ll. D., F. I. C., F.R.S.C., *McLeod Professor of Chemistry and Mineralogy.*
- James Liechti, M. A., (Vind.,) *McLeod Professor of Modern Languages.*
- James Gordon MacGregor, M. A., (Dal.,) D. Sc. (Lond.,) F. R. SS. E. & C., *George Munro Professor of Physics.*
- Richard Chapman Weldon A. M. (Mt. All.,) Ph. D. (Yale,) *George Munro Professor of Constitutional and International Law.*
- Benjamin Russell A. M. (Mt. All.,) *Professor of Contracts, Lecturer on Bills and Notes, Sales and Equity.*
- James Seth, M. A., (Edin.,) *George Munro Professor of Metaphysics and Ethics.*
- Archibald MacMeenan, Ph. D., (Toronto,) *George Munro Professor of English Language and Literature.*
- Hon. Samuel Leonard Shannon, D. C. L. (Vind.,) Q. C., Judge of Probate, *Lecturer on Real Property and Crimes and Examiner in Medical Jurisprudence.*
- Hon. Judge Graham, A. B. (Acad.,) *Lecturer on Insurance.*
- John Young Payzant, A. M. (Acad.,) *Lecturer on Torts.*
- C. Sidney Harrington, Q. C., *Lecturer on Evidence and Partnership.*
- Hon. Charles J. Townshend, B. A., B. C. L. (Vind.,) Judge of the Supreme Court, *Lecturer on Equity Jurisprudence.*
- John Somers, M. D. (Bell. Hosp. Med. Coll., N. Y.,) *Examiner in Physiology and Histology.*
- George L. Sinclair, M. D. (Col. P. and S., N. Y.,) M. D. (Univ. Hal.,) *Examiner in Anatomy and Practical Anatomy.*
- D. A. Campbell, M. D., C. M., (Dal.,) *Examiner in Materia Medica and Therapeutics.*
- A. W. H. Lindsay, B. A., (Dal.,) M. D., C. M., (Dal.,) M. B., C. M. (Edin.,) *Examiner in Anatomy and Practical Anatomy.*
- John Stewart, M. B., C. M., (Edin.,) *Examiner in Surgery.*
- A. C. Page, M. D. (Harv.,) President N. S. Medical Board, *Examiner in Medicine.*

- Wm. B. Slayter, M. D. (Chic.) L. Midw. (Dub.) M. R. C. S. Eng., L. R. C. P. Lond., F. O. S. Lond., *Examiner in Obstetrics and Diseases of Women and Children.*
- Edward Farrell, M. D., (Coll. P. and S., N. X.) *Examiner in Surgery.*
- Andrew J. Cowie, M. D. (Univ. Penn.) M. R. C. P. Lond., *Examiner in Clinical Medicine.*
- John F. Black, M. D. (Coll. P. and S., N. Y.) *Examiner in Clinical Surgery.*
- Alexander P. Reid, M. D., C. M. (McGill,) L. R. C. S. Edin., L. C. P. and S. Can., Supt. Hospital for Insane, *Examiner in Medical Jurisprudence.*
- Arthur Morrow, M. B., C. M. (Edin.) *Examiner in Physiology and Histology.*
- William H. Simson, Ph. G. (Phil.) M. N. S. Ph. Soc., *Examiner in Pharmacy.*
- James Curtis Shaw, B. A. (Dal.) *George Munro Tutor in Classics.*
- Alexander M. Morrison, B. A. (Dal.) *George Munro Tutor in Mathematics.*

St. Paul's Church.

"This Church was Built at the Expense of Government in the Year of Our Lord 1750." So runs the inscription on a wooden tablet over the south-eastern door of this now venerable edifice. On the 21st June, 1749, the Honorable Edward Cornwallis, accompanied by over two thousand intending settlers, reached Chebucto (now Halifax) harbour. By the 14th September a survey of selected ground was made, and the plan of a town completed. In this plan one square was reserved for the erection of a church, and orders were immediately despatched to Boston for a frame and such other building materials as were necessary to its erection. These in due time arrived, the frame being constructed of oak and white pine, which remain sound to this day. The design was sent by the Imperial Government, being that on which St. Peter's, Vere Street, London, was built. The copy was exact, even to the size of the panes of glass. Any visitor to the metropolis of Great Britain may see St. Paul's precisely as it was previous to the year 1812. On September 2nd, 1750, the Church was opened for divine service, and on that day the Rev. William Tutty officiated in it for the first time. In 1752 this clergyman

dying when on a visit to England, Rev. J. Breynton was appointed a missionary in his place, and discharged his duties with zeal and success for a period of forty years. Events of the deepest interest occurred during his long incumbency—events with which he and St. Paul's Church were identified. The Legislature was in the habit of meeting for divine service in the church; the Indians assembled in it to conclude a treaty of peace; the whole people gathered to it on the frequent occasions when the funeral obsequies of distinguished men, civil, naval and military were performed. It is thus replete with the early history of Halifax. About the year 1765 a fund was raised for the purchase of an organ, and a tradition exists that a Spanish ship, on her way to South America, being brought into harbour as a prize, a suitable instrument was found on board, and when the sale of her cargo took place the organ was bought by the church wardens. This instrument long since became useless; a new one was substituted A. D. 1825, which within the old case now stands in Trinity Church. In 1768 a severe storm swept over the City and demolished three of the windows. In 1798 the cupola and eastern side of the building were seriously damaged, and repaired at a very considerable expense. In 1812 the church was enlarged by an addition to the north end, and the erection of a new steeple, in which was placed a chime of three bells, cast at the order and expense of Mr. Andrew Belcher, the son of Governor Belcher, and the father of the distinguished Admiral the late Sir Edward Belcher. In 1787 the Rt. Rev. Chas. Inglis, the first bishop appointed to a colonial see, arrived in Halifax and used St. Paul's as his cathedral. In 1791 Rev. Robert Stanser succeeded Dr. Breynton and held the rectorship until 1816, when he was elevated to the bishopric and his place taken by Rev. John Inglis, who also was appointed bishop upon Dr. Stanser's resignation, which took place in 1825. In the month of September of this year, Rev. Robert Willis was inducted into the parish, retaining his office until 1865, in the spring of which year he died and was succeeded by Rev. George W. Hill, D. C. L., who had for some years been his curate. Mr. Hill was succeeded by Rev. Charles Hole, D. D., and he in turn by the Rev. Dyson Hague who was inducted on the 22nd of June this year.

Saint Paul's is richer in mural tablets than any other church in the Dominion, than even the cathedral of historic Quebec. Many of these are of great interest. Sir John Wentworth, the two Bishops

Inglis, father and son, the soldier, Lord Montague, the sailor, Captain Evans, the Chief Justices Blowers and Haliburton, together with many others, are brought to memory by the sculptured stones. Beneath the church are a number of vaults, in which are interred several distinguished persons, one of them, the Baron de Siely, who was buried in full uniform and with weapons beside him, in accordance with an old feudal custom when the honors and titles of a noble house became extinct by the death of the last of the line. St. Paul's is the oldest building of any importance in Halifax. It is 150 feet in length, 90 feet in breadth, and will accommodate about two thousand people.

Dry Dock.

The Graving Dock of Halifax is something of which the Directors of the Company, the citizens and the residents of our province generally, can feel justly proud. It is a dock built of granite and concrete, built in the solid rock, and if not the largest, is at least one of the largest Dry Docks on the American continent. Its dimensions are:—

Available clear length on top	-	-	-	-	-	-	613½ feet
“ “ “ bottom	-	-	-	-	-	-	593 “
Draft of water on sill at ordinary high water spring tides,	-	-	-	-	-	-	30 “
Average rise and fall of tides, about	-	-	-	-	-	-	5 “
Width on top	-	-	-	-	-	-	102 “
Width on bottom	-	-	-	-	-	-	70 “

The dimensions of the great Brooklyn dock are :

Available clear length on top 600 ft., on bottom	-	-	-	-	-	567½ feet
Width on top 85 ft., on bottom	-	-	-	-	-	46 “

Thus it is evident that the Halifax dock is the only one that can take in the large ships of Her Majesty's navy without removing their guns, &c., &c. The Bellerophon at present on the station drawing twenty-seven feet.

The dry dock has the best situation in the harbor, adjoining H. M. Dockyard. Some of the advantages the dock offers to ship owners and agents are worthy of special mention: Vessels of any size can be docked in any weather, and at any state of the tide. They can be docked without discharging cargo. As the entrance faces to the south, the dock is comparatively warm and comfortable to work in, in winter. For fire protection, a six inch water main enters the Dock Company's

property, and the city steam fire engines and other apparatus are within easy call. Railway sidings are connected with each side of the dock, also with four wharves on the eastern side, so that goods can be received or shipped by rail or water without loss of time. Machine and smith's shops have been erected and provided with the necessary repair tools.

The caisson or floating gate is a vessel of itself, so large that she requires tons of ballast. The entrance to the Dock from the harbor is protected by two large cribs on the west side, and a dolphin on the east, making the channel perfectly safe to enter at any state of the tide.

The pumping plant is situated in the engine room at the western side of the dock. Its capacity is tremendous being 45,000 gallons of water per minute. It is able to empty the dock, which contains seven millions of gallons, in three hours.

City Hall.

The City Hall was formally opened by the Mayor and Council on the evening of May 22nd this year by a splendid reception tendered the citizens on that night.

It is many years since the question of a city hall was first mooted: the need of one has long been recognized; the inadequacy of the old building acknowledged, but no decided step was taken till the year 1886 when a contract was signed with A. E. Milliken for the erection of a building on the site of the old Dalhousie College on Grand Parade.

As early as 1874 an act was passed by the provincial legislature authorizing the borrowing of \$100,000 with which to purchase a site and erect a commodious building. But difficulties stood in the way, a suitable site could not be secured and nothing was done till 1886. Then the governors of Dalhousie college accepted from the city an offer of \$25,000 and a new site in exchange for their building at the northern end of the Grand Parade. Invitations were at once extended to the architects to present plans of the proposed building and a prize of \$300 was offered for the best and another of \$200 for the second best plan. The plan finally adopted was that of architect Elliot, who also superintended the erection of the building.

The building is of freestone and presents a very handsome appearance from whatever side it is looked at. It stands east and west with wings extending northward and southward on Argyle and Barrington streets. The main entrance fronts on the parade. Entering from this side one finds himself on the main floor, but below that and entered from Duke street is the ground floor. On this floor is the police court, policemen's rooms, office of chief of police, cells for men and women, which are placed at opposite ends of the building, and workmen's rooms.

The main floor is entered from the parade as has been said. A large hall runs straight across the building, intersecting a corridor at right angles that runs from east to west. On the left hand as you enter from the parade is the auditor's office and the remainder of the space to the left and on the south side of the building is taken up with the offices of the Board of Works. On the right hand side as you enter, the whole area as far as the east wing and south of the corridor is occupied by the departments of the City Clerk. The front offices of the east wing are devoted to the use of His Worship the Mayor, the remainder of the east wing being assigned to the Collector and his associates. North of the corridor the space in the west wing supplies large and commodious offices for the City Engineer, and next to him the Treasurer has his quarters. Crossing the main hall, we find the remainder of the space on the north of the corridor, taken up by the Stipendiary room. Thus all the chief officers of the city are accommodated on the main floor, where the public can have easy access to them.

At the north end of the great hall running from the Parade to Duke street, is a broad flight of steps leading up to the second floor. Here, as in the floor below, a corridor runs through the length of the main building. On the north side and to the right of the staircase are the offices of the Inspector of Licenses, and Collector of Rents and Licenses. To the left of the staircase and on the same side of the building are the rooms of the Foreman of Streets, and the Foreman of Water Works. Across the corridor, a row of five offices occupies the front of the main building. The corridor conducts in the east wing to the Council Chamber, looking out on Barrington street. In the west wing besides offices the citizens' library is assigned a place.

The third floor closely resembles each of the other two. It is as yet unappropriated by the city officials. The building is finished in a handsome and substantial style and the work has been done in a very satisfactory manner. The halls are floored with stained birch and maple, and the walls wainscotted with stained cherry and whitewood, four and a half feet in height. The panel lights above the doors and windows are supplied with a new English patent, called Preston's panel light ventilator. The doors are of a specially handsome and substantial character. They are veneered with cherry, whitewood and California redwood. These doors are warranted to last for twenty years without shrinking or cracking. As we ascend the broad stairway to the second floor, we are attracted by a beautiful stained glass window bearing in the centre, the city coat of arms. The stairways of the building look as though they were made to last to the end of time. They consist of oak flooring, and balusters with a cherry rail, and the workmanship is of the same high standard that characterizes all the inside finishing.

The building is heated throughout with hot water, with Guernsey's apparatus, and the radiators instead of being unsightly as they often are, really add to the appearance of the rooms and halls. Indeed the City Hall is a very handsome building and the citizens are to be congratulated upon having at last in this edifice, a symbol of their enterprise and progressiveness. The cost of the building was something over a hundred and thirty-seven thousand dollars.

The Court House.

This building was completed in the year 1860, under the supervision of a board of commissioners appointed for that purpose. It is a large and imposing structure with a highly ornamental front. It is built of freestone with a foundation of granite, and is pleasantly situated, facing on the south side of Spring Garden Road, having on the east side the old Saint Paul's churchyard, with its grass and grove, and on the west side, an enclosure of trees. Saint Mary's Cathedral, the Academy of Music, and Saint Matthew's church are seen in the immediate vicinity. The County Jail is in the rear of the Court House.

The Supreme Court, Vice-Admiralty Court, Equity Court, Divorce, Court, County Court, and Probate Court, are all held in the building,

and there are offices on the first floor occupied by the Prothonotary, Clerk of the Peace, Registrar of Deeds, Registrar of Probate, and County Treasurer. The High Sheriff has his office on the second floor, where also are robing rooms for the Judges and Barristers.

Previous to the erection of the Court House, the Courts were held in the Old Province Building, in the rooms now occupied by the Provincial Library.

Clubs and Sporting Associations.

The two private Clubs are the Halifax and City. The former occupies a splendid building on Hollis street, the latter, a club house almost as fine on Barrington street. Both of these clubs are very exclusive, the Halifax especially so. Other clubs organized for a different purpose are the Royal Nova Scotian Yacht Squadron, the Wanderers Amateur Athletic Association, the Phoenix A. A. A., Studley Quoit Club, Curling Club, Lorne Amateur Aquatic Club, Snow Shoe Clubs, Bicycle Clubs and others.

Environs of Halifax.

One of the favorite drives from Halifax is to Rockingham and along the shores of Bedford Basin. This noble sheet of water is five miles long and one to three miles wide, with an average depth of twenty-five fathoms. On the western shore, about four miles from the city, is Rockingham, a pleasant summer resort. The Academy of Mount Saint Vincent, a Roman Catholic ladies' school, is seen on the slope of the hill. Beyond Rockingham, on the right side of the road, is Prince's Lodge, a remnant of the residence formerly occupied by His Royal Highness the Duke of Kent. At the northern end of the Basin is Bedford, a charming little village with a thoroughly equipped summer hotel under the very able management of Mr. J. C. Morrison. The building is lighted by electricity throughout and fitted with every modern appliance. The hotel owns a wharf, steam launch, fishing apparatus, bathing facilities, etc., and a more pleasant summer resort could not be desired.

In the summer of 1746 the great French Armada sailed from Brest to conquer the British North American coast from Virginia to Newfoundland. It was commanded by the Duc d'Anville, and was

composed of the line-of-battle ships *Trident*, *Ardent*, *Mars*, and *Aleide*, 64 guns each; the *Northumberland*, *Carillon*, *Tigre*, *Léopard*, and *Renommée*, 60 guns each; the *Diamant*, 50; *Mégère*, 30; *Argonaute*, 26; *Prince d'Orange*, 26; the *Parfait*, *Mercure*, *Palme*, *Girous*, *Perle*, and twenty-two other frigates, with thirty transports, carrying an army of 3,150 soldiers. D'Anville's orders were to "occupy Louisbourg, to reduce Nova Scotia, to destroy Boston, and ravage the coast of New England." The Armada was dispersed, however, by a succession of unparalleled and disastrous storms, and D'Anville reached Chebucto Bay (Halifax) on September 10 with only two ships of the line and a few transports. Six days later the unfortunate duke died of apoplexy, induced by grief and distress on account of the disasters which his enterprise had suffered. Vice-Admiral d'Estournelle committed suicide a few days later. Some other vessels now arrived here, and immense barracks were erected along the Bedford Basin. Twelve hundred men had died from scurvy on the outward voyage, and the camps were soon turned into hospitals. Over 1,000 French soldiers and 200-300 Micmac Indians died around the basin, and were buried near its quiet waters. On October 13 the French fleet, numbering five ships of the line and twenty-five frigates and transports, sailed from Halifax intending to attack Annapolis Royal; but another terrible storm arose while the vessels were off Cape Sable, and scattered the remains of the Armada in such wide confusion that they were obliged to retire altogether from American waters.

Hammond's Plains,

are seven miles west of Bedford, and were settled in 1815 by slaves brought away from the shore of Maryland and Virginia by British fleets.

Claverley,

with its gold-mines and powder-mills, is near Bedford. A visit to these would prove enjoyable. Southwest of the city are the Chain Lakes, from which Halifax is supplied with water. Applications for permission to fish in these lakes must be made at the office of the Board of Works, Bedford Row. A pretty drive is round the head of the Arm to the Dingle, where the visitor may alight and climb to one of the two look-outs, from which a beautiful view is had over the

harbor and city. He may also ascend to the Rocking Stone, which lies to the south and west, on the top of a prominent hill.

On the Dartmouth side of the harbor are several beautiful drives. About a mile and a half from the town, on the crest of the ridge overlooking the harbor, is Mount Hope Asylum for the Insane, a very large building, admission to which is obtained by application at the Secretary's office in the Province Building. On the shore, at the entrance of the Eastern Passage, is Fort Clarence, a powerful work. The Eastern Passage is a long and narrow strait with many shoals. In 1862 the Confederate cruiser "Tallahassee" blockaded in Halifax harbor by a squadron of United States frigates. The shallow and tortuous Eastern Passage was not watched, since nothing but small fishing craft had ever traversed it, and it was considered impassable for a steamer like the "Tallahassee." But Captain Wood took advantage of the high tide on a dark night, and crept cautiously out behind Macnab's Island. By daylight he was far out of sight of the outwitted blockade fleet.

The Montague gold mines are four miles from Dartmouth.

Cow Bay,

which is about ten miles from the ferry landing, is reached by a drive along the shore and through the woods. Here is a splendid stretch of sandy beach, where surf bathing can be enjoyed. To the north of Dartmouth stretches a chain of lakes, which afford excellent skating in winter. A drive beside these lakes is very enjoyable.

Within easy reach of the city are several places worthy of a visit even if only a day or two can be given them by the tourist. The towns of Truro, New Glasgow, Pictou and Amherst on the Intercolonial, and Windsor, Kentville, Annapolis, Yarmouth, and other towns, in the western part of the Province will repay a visit.

Truro

is reached in two hours by the C. P. R. express or by the Intercolonial express. It is sixty-two miles distant from Halifax, and is a thriving incorporated town of about 5000 inhabitants, wealthy, enterprising, and populous. It is situated at the head of Cobequid Bay, a prolongation of the Basin of Minas. Into this Bay Salmon River, which flows through the town, empties. The view is admirable,—a wide level plain, nearly surrounded by hills, the shimmer and glimmer of

the diked marshland, the woods fringing the slopes, and in the centre the pretty town itself, with its factories and public buildings. The whole country around is one of the finest agricultural districts in the Province, and the local agricultural exhibitions held at frequent intervals are largely attended by farmers from all parts. Truro is the county town of Colchester, and is also the seat of the Provincial Normal and Model schools, the former of which turns out scores of teachers to supply the demands of the numerous scholastic sections. Many beautiful drives may be enjoyed in different directions, one to old Barns, another to Penny's Hill, a third to Riverside, and others. Truro is the junction point for the eastern branch of the Intercolonial Railway; it has an excellent system of water supply, and is lighted by electricity.

Truro was settled at an early date by the French Acadians, and after their expulsion from Nova Scotia was occupied by Scotch Irish from New Hampshire. In 1761 a large number of disbanded Irish troops settled here and engaged in the peaceful pursuits of agriculture.

Pictou,

situated on Pictou harbor, at the norther side of the province, and distant from Halifax about one hundred miles, is called by some the Athens of Nova Scotia. It is the seat of the renowned Academy of Pictou, from which scholars have gone out who have made themselves and their town famous all over the world. Pictonians are to be found in nearly every corner of the globe, and wherever found are generally respected and prosperous. Before reaching Pictou, we pass

New Glasgow,

one of the most thriving and enterprising towns in Nova Scotia. It is the centre of the great iron industry of the province. If you purpose visiting New Glasgow, you may be assured of a cordial reception, for the people are noted for their hospitality, a marked characteristic of nearly every Scotchman.

On the line of the Windsor and Annapolis Railway are places of interest which will undoubtedly attract even the most prosaic of tourists. Windsor, Grand Pre, Wolfville, Kentville, Berwick, Annapolis, and on the Western Counties Railway, Digby, Weymouth and Yarmouth are most attractive points of interest.

Windsor,

(4,000 inhabitants) enjoys the reputation of being one of the prettiest towns in Nova Scotia. The principal object of interest is King's College, an old wooden building on the top of a hill, with a fairly good Encenia Hall half way down the slope, and a decidedly good chapel at the other end. Crossing the Avon by a fine iron railway bridge, we soon enter the charmed land which every reader of Longfellow's "Evangeline" has so often seen in imagination, and longed to see in reality. We are first reminded of our whereabouts by a grand view, across the Basin of Minas, of

Cape Blomidon,

and presently we draw up at a little way station and find ourselves, where—

"In the Acadian land, on the shores of the Basin of Mines,
Distant, secluded, still, the little village of Grand Pre
Lay in the fruitful valley."

Still running through the same lovely country, we pass Wolfville, a thriving village, possessed of a college, and situated in the midst of a fertile agricultural district. We next arrive at Kentville where the offices and workshops of the Railway are situated. Passing Bewick, Aylesford we arrive at Middleton where another halt may be made.

Resuming our journey by rail we now pass Lawrencetown, where there is Salmon fishing; and crossing the Annapolis River at Bridgetown we follow its winding course through a lovely vale to Annapolis Royal, the site of the first town settled in Acadia. In this interesting old town the remains of fortifications still show signs of the many sieges to which it has been subjected, terminus of the railway, where we take the steamer for the charming watering place of Digby; thence southward and eastward to Yarmouth situated at the extreme west of the Province. It is from this point that the splendid steel-screw steamer "Yarmouth" sails for Boston, making the passage in 17 hours. A companion steamer, to be called the "Boston" is now on her way out from the Clyde and will be put on the route at once. It is expected that the "Boston" will be a still faster sailer than her sister ship the "Yarmouth."

Chester,

forty-five miles to the west of Halifax, is reached by road or sea on the steamer "Bridgewater." The trip by water is a very pleasant one, occupying about five hours.

After calling at several points on the La Have the steamer lands the traveller at the pretty village of Bridgewater. At Bridgewater numerous excursions can be made to the adjacent villages. The drives are pretty and the sails on the river to such places as Crescent Beach, Petit Rivere, &c., offer special inducements. These places are unexcelled by any on the Atlantic coast for bathing and the beauty of their surroundings. Stages also connect for Liverpool and the gold mining districts, which are now attracting so much attention at Malaga, Brookfield and Caledonia.

The traveller takes the Nova Scotia Central Railway from Bridgewater to Middleton. This railway follows the river from Bridgewater, passing through flourishing villages and crosses La Have River above New Germany, thence continuing on till it crosses the head waters of Nictaux, from which is a chain of lakes furnishing excellent trout fishing. Through them the sportsmen can go to the headwaters of the Medway and Liverpool Rivers, noted for their salmon fishing. This district furnishes most excellent opportunity for large game and fishing. From this point the road follows along the mountain high above the valley of the River, the scenery of which is magnificent. At Middleton the tourist is within two miles of the celebrated Wilmot Spa Springs, noted for their healing properties. From Middleton the tourist takes the Windsor and Annapolis Raiiway to Halifax, passing through the Annapolis Valley, the land of Acadia.

To the tourist, having a few days at his disposal, we would recommend a trip to Prince Edward Island, and promise him a profitable and enjoyable excursion. Taking a steamer from Pictou you are carried across the strait of Northumberland in two or three hours, and are landed at Summerside or Charlottetown. A short trip by water is that from Point du Chene, near Shediac, New Brunswick, to Summerside or Charlottetown.

Pleasure Resorts and Hotels, reached by the Prince Edward Island Railway, offer every inducement to the Health or Pleasure Seeker. The summer climate is the most salubrious in America, the temperature

being modified by a cool sea breeze throughout the entire season. The scenery, though quiet, is charming, the great fertility of the soil producing a luxuriant richness of verdure, which gives the landscape a most pleasing effect. As a desirable summer resort, either for health or recreation, Prince Edward Island is equalled by few other watering places and surpassed by none.

The sea, and numerous rivers and streams teem with various kinds of fish, thus affording good sport to the angler. The Dunk and Morrell Rivers have become famous for the excellence of their trout. The several varieties of game peculiar to the Island are plentiful in their seasons.

The Sea Side Hotel at Rustico, Shaw Hotel at Brackley Point, and the North Shore Hotel, at Malpeque, are fast acquiring a high reputation at first-class Watering Places. The Seaside Hotel is distant seven miles from Hunter River Station, at which point coaches meet all trains. The North Shore Hotel is reached from Kensington Station, from which point it is distant about seven miles. There are beautiful and well-cultivated sections of country in the vicinity of Charlottetown, Georgetown, etc., etc., and the several roads leading from these places afford excellent opportunities for pleasant driving. For boating, finer sheets of water than Charlottetown, Summerside, Malpeque and Georgetown harbors, and the other principal bays, cannot be found. Charlottetown is convenient to several excellent fishing grounds, and a short drive from Summerside reaches Clarke's Mills, the Salmon Hatchery, and the famed trout stream of Dunk River.

Cape Traverse is a place full of historic interest. For more than a quarter of a century, owing to its being the nearest part of the Island to the Mainland, it has been the point from which the crossing is made in winter, by Ice Boat, between P. E. Island and New Brunswick. It can now be reached by Rail, and is a popular summer resort. The Lansdowne Hotel is open for the accommodation of tourists at all seasons of the year. There is good hotel accommodation to be had at Charlottetown, Summerside, Alberton, Tignish, Souris and Georgetown, and there are numbers of first class farm houses along the North Shore of the Island, at which tourists who desire quiet resting places can find the comforts of a home. Hotel Davies, Rankins, Osborne, Rocklin, and other hotel cabs meet trains at Charlottetown.

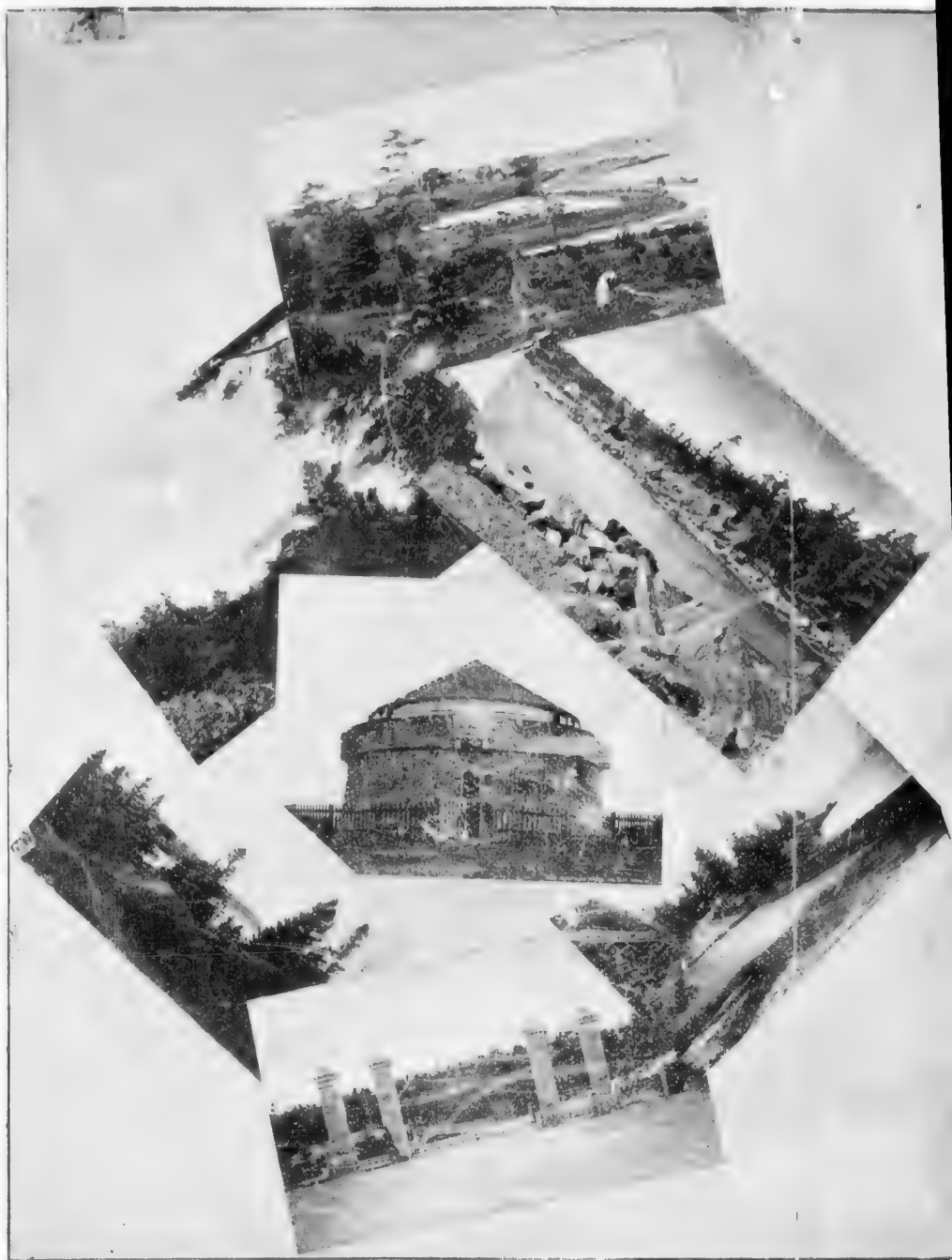
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Scenes in Point Pleasant Park.

Benevolent Institutions.

For a great many years Halifax has been noted for the philanthropy of its citizens as manifested in its public charities. The pride of Halifax is its charities. A partial list of these noble institutions has already been given, a short sketch of the following named institutions would not be uninteresting but lack of space forbids, the Poor's Asylum, the Victoria General Hospital, the Infants' Home, the Protestant Industrial School, Home for the Aged, the Institution for Deaf Mutes, Institution for the Blind.

Nova Scotia Hospital for Insane.

This institution is designed for the treatment of the disease insanity and as well an asylum for insane. It is beautifully situated on the high ground on the eastern side of Halifax Harbour, and directly opposite to the city. The grounds around it are well laid out, and the view from the building up and down the harbour is but rarely equalled.

This Hospital commenced its usefulness in 1858, by accommodation for about 75 patients, but was not finally completed for 10 years afterwards.

There are nine wards for men and ten for women to accommodate about 350 patients, but the general average has been about 400 men and women, about equal numbers of each.

THE BUILDING.—It is built of brick, slate roof, and is 600 feet long from north to south, and constructed on the Kirkbride or Echelon principle, giving 600 feet of halls on each flat running north and south, and 500 feet of cross halls running east and west—also on each flat—with the ordinary internal division of space, into single and associated dormitories, dining rooms, parlors, &c.

The main building and two cross sections are four stories high, and the rest are three stories except the extreme south end, two stories high. The cost of construction was about \$500,000. The *water supply* comes from Lake Maynard, one and a quarter miles distant, by a six inch pipe, and the gravity pressure of the water is about 25 lbs. per square inch. The building is lighted by gas made on the premises, and heated by steam by *indirect radiation*.

VERANDAHS.—The convenience of the building was much enhanced a few years ago by building verandahs—"sun rooms," or open air additions to each of 17 wards that are at all times open for patients' use, and having fire proof attachment to the main building are so arranged as to be safe from injury, and a part of the means of safety, in case of fire.

FIRE PROTECTION.—Each ward in addition to internal stairways has an independent exit outside the building and alongside, (in fact a portion of) the verandah which is under the control of the attendants. In connection therewith, there are in each of the six sections, iron stairways leading from the ground to the roof that are permanently placed, and so large as to admit of easy ascent or descent, and alongside each a hydrant stand pipe, connected with general water service, that has hose and hose connections on each flat and ward, and one at the top or roof of the building. These arrangements are all outside with fire proof connection with main building. The flat verandah roof gives convenient standing room at the top of the building, with hose (linen) and hose connections at hand.

From each verandah roof an iron ladder is permanently attached to the roof which leads to its apex and there connects with a double foot board platform, each 12 inches wide, which runs along the ridge from end to end of the building. There is a guide rail 2 feet high between the two foot boards which gives safety in running along the ridge of the roof and will also allow two persons to pass without one being in the other's way. This platform is raised about 4 inches above apex of ridge so that the wind preventing the snow from lodging on it, it is always in proper condition for use even in winter.

The platforms are united by iron ladders (fixtures) where there is an elevation or depression in the line of the roof as well as one connecting with each verandah. Alongside each ladder is a sky-light, held down by a weight only so that free access is to be had from outside as well as inside with every attic in the building. The design is such that any attendant with his ordinary ward key is able to put a length of hose to any part of the building,—inside—roof or attic, in a couple of minutes and without assistance and could remain on duty up to the latest moment with no fear of his retreat being cut off. One man is a complete fire company, as he has nothing to do but open the door leading to fire escape from verandah, run either up or down

and then take the hose to the place needed. Ladders are always in place and fixed immovably and hose on every ward and flat and roof. All this is in addition to the ordinary steam fire pumps (2), hydrants (6 double and 4 single), hose, hand fire extinguishers, &c., that are in general use.

THIS HOSPITAL is a Provincial institution under the authority and management of the Department of Public Works and Mines of the Provincial Government, Hon. J. E. Church, commissioner, and is partly supported by the payment of \$2.50 for each man and \$2.00 for each woman per week from the municipalities to which the patients belong. Private patients pay \$4.00 per week and those not chargeable to any municipality and unable to pay are supported by the Government. The difference between income and expenditure is made up by Government grant.

THE REGULATIONS FOR ADMISSION have less formality than generally obtains and as no case of abuse has occurred there is no occasion to make them more complex. On application a blank statement is sent which when filled out is transmitted to the Superintendent upon which he may or may not recommend the admission, if recommended two blank medical certificates and a warrant in case of county or bond incase of private patient are forwarded. The medical certificates being made out is the authority by which two magistrates make out the warrant of commitment with which papers the commissioner gives an order of admission.

RESULT OF LABOR OF INSTITUTION up to the beginning of this year 2402 patients have been admitted to the institution, of whom 1306 were men and 1096 were women.

SUMMARY ON TOTAL ADMISSIONS FOR 30 YEARS.

Percentage of cases recovered	-	44.66	or	1,072
"	"	relieved	- -	15.30 " 369
"	"	not improved	2.35	" 56
"	"	that died	- -	22.18 " 533
"	"	remaining	-	15.45
100				
Whole number discharged	- - - - -	2030		
Mean annual mortality of 30 years	- - - - -	5.9 per cent.		

DONATIONS.—There have been many small donations of various kinds but few of any magnitude. Miss D. L. Dix of Washington took an active part in the first establishment of this Hospital and gave a varied assistance. The late Mr. John Brown gave £1,670, the first and largest legacy, it was given to the support of indigent patients. The late Hon. Hugh Bell gave £300 and an anonymous friend of Mr. Bell's gave £200 which with interest at the time made £600, the income of which was to go for support of a library and comforts to patients not otherwise provided for. The late Edwd. Binney gave many valuable donations. The late Mrs. Elizabeth Forrester gave \$200 and late F. Charman \$500 and late S. S. B. Smith of Halifax gave \$200 to furnish recreation and amusement for patients.

The Government supply anything requisite, and have never refused any request yet a sufficient fund, the income from which would go to furnish amusements, recreation library, ward decorations and similar desirable adjuncts, is an object the attainment of which is yet in the future.

The institution was under the charge of Dr. J. R. DeWolf for the first 20 years—during the latter ten years only with an assistant. The late Dr. R. W. McKeagney who died in the service and Dr. D. A. Fraser. For the past twelve years it has been under the charge of Dr. A. P. Reid superintendent, and Dr. G. L. Sinclair assistant superintendent. There are of attendants 19 male and 21 female and also 35 employees in the various duties outside the wards. There are 80 acres of land attached to the institution, a large part of which is under cultivation. There are Railway and wharf facilities, and the institution is thoroughly equipped for performing the varied duty comprised under the term—Hospital for Insane.

VISITING DAYS, Tuesday and Friday afternoon, by order from Commissioner of Public Works and Mines, Province Building, Halifax.

The Public Gardens and Point Pleasant Park

are truly the pride of Halifax, and with good cause too, for many connois visitors as well as citizens assert that both can be reckoned among the most beautiful in the world.

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FOR BOSTON AND HALIFAX VIA YARMOUTH.

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The Quickest Time. Only 17 hours between Yarmouth & Boston.



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“YARMOUTH,”

will leave Yarmouth for Boston every **WEDNESDAY** and **SATURDAY** evenings, after arrival of the train of the Western Counties Railway.

Returning leaves Lewis' wharf Boston, at 10 a. m. every **TUESDAY** and **FRIDAY**, connecting at Yarmouth with train for Halifax and intermediate stations.

The **YARMOUTH** carries a regular mail between Yarmouth and Boston, and is the fastest steamer plying between Nova Scotia and the United States, fitted with triple Expansion Engines, Electric Lights, Bilge Keels, etc., etc.

The Steamer **CITY OF ST. JOHN** leaves Pickford and Black's wharf, Halifax, every **MONDAY** evening, for Yarmouth and intermediate ports.

The New Steel Steamship **BOSTON**, 4000 horse-power, 17 knots, will be placed on the route about August 1st, after that date the Steamers of this Line will leave Yarmouth for Boston every **MONDAY, WEDNESDAY, THURSDAY** and **SATURDAY** afternoon; leaving Boston for Yarmouth every **SATURDAY, TUESDAY, WEDNESDAY** and **FRIDAY**.

For tickets, staterooms and all other information apply to

C. R. BARRY,

126 Hollis St., Halifax, N. S.

GEO. M. CONNOR,

North St. Depot, Halifax, N. S.

Or to any Ticket Agent on Windsor and Annapolis and N. S. Central and Western Counties Railways.

L. E. BAKER,

President & Managing Director.

Yarmouth, N. S., March 20, 1890.

PICKFORD & BLACK,
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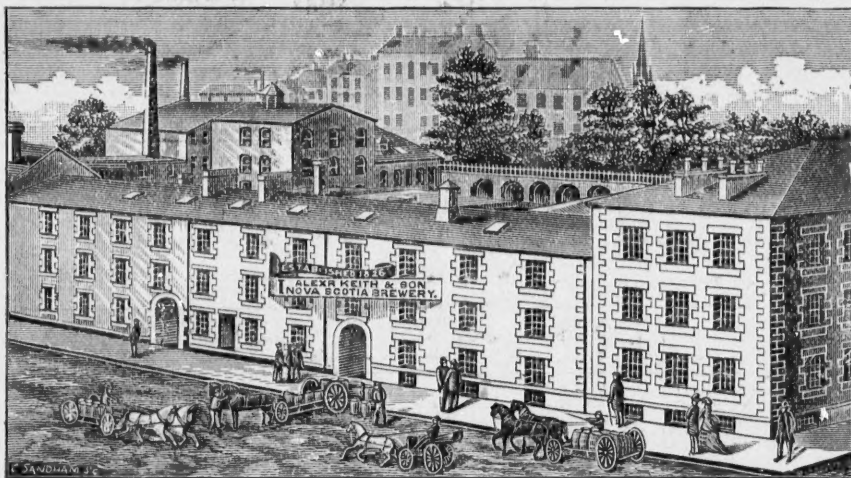
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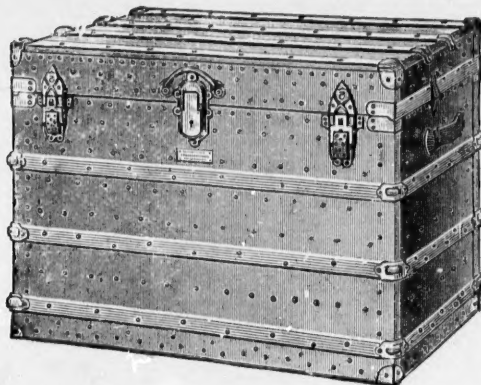
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The Lightest & Strongest Trunk in the World.

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**SAVES EXTRA BAGGAGE CHARGES.
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